Town of Thompson
Village of Monticello

Thompson-Monticello
Joint Comprehensive
Plan Committee - 1999

COMPREHENSIVE PLAN

Foreword

This Comprehensive Plan is dedicated to Bill James, Chairman of our Committee. His determination, tireless leadership and vision have carried this Plan to completion.

Members of the Thompson-Monticello
Joint Comprehensive Plan Committee

Introduction and Acknowledgements

Citizens of Thompson and Monticello,

We are pleased to present the updated Comprehensive Plan for the Town of Thompson and the Village of Monticello. In April of 1994, a committee of approximately thirty individuals was formed. The goal was to update the Master Plans formulated in the 1950's and 1960's. Since the preparation of those plans, new planning concepts have emerged, new problems have been encountered and new computer technology and information have become available. These changes demanded an updating to reflect our present development potential.

This update represents a broad consensus among the residents of this community about the steps we can take to enhance future development. Uncontrolled and unfocused growth may lead to urban sprawl, which is undesirable and very evident in nearby areas. Although this Plan provides a candid acknowledgement of our present problems, we are very optimistic about the future, precisely because the community is confronting its issues, planning ahead and tackling the problems which have held it back.

We acknowledge the Thompson Town Board and the Monticello Village Board for sponsoring and partaking in this effort. We also acknowledge the forty-seven dedicated individuals listed below who served on the committee as resource panelists. They have chosen to make this a vibrant community in which to live and work.

Alan Barrish	Monis Brafman	Corinne Briggs	Francis Brinkly	Brian Cavanaugh
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Thomas J. Shepstone, AICP of Shepstone Management Company, Honesdale, PA served as consultant to the Committee. The Sullivan County Division of Planning and Community Development and Alan J. Sorensen, AICP also generously assisted with mapping and other resource gathering. Various staff members of County, Town and Village government were also of invaluable assistance. Finally, former Monticello Mayor Jim Kenny, now deceased, deserves special credit for his contributions and support of the Committee while he served as a member.

"There are no picture books of sprawl."

From Save Our Land, Save Our Towns

"We are very optimistic about the future."

Thompson-Monticello Comprehensive Plan Committee

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1.0 Background Studies

1.1 Regional Location and History[1]

Around the turn of the 19th century, William A. Thompson, an immigrant from Connecticut, established the first permanent settlement in Thompson, subsequently called Thompsonville in his honor. The first real stimulus for growth in the region was the construction of the Newburgh-Cochecton Turnpike which passed through the present site of the Village of Monticello. The turnpike brought settlers interested in lumbering and tanning. Hemlock was plentiful and was a necessary material at that time in the process of tanning.

The Jones brothers erected the first industry in 1804 - a saw mill. They proceeded to sell lots along the turnpike. As the street developed into a hamlet, the Jones brothers selected Monticello as a name because of their great admiration for Thomas Jefferson. Also, the name means "heavenly mountains," an appropriate term for the Catskills. The turnpike later became State Route 17, and the developed street in Monticello was named Broadway.

Sullivan County was created from a part of Ulster County. It was organized in 1809, and the seat of government was located in the Town of Thompson, in what was then the unincorporated hamlet of Monticello. There were, by 1813, only twenty houses in the community, but in 1830 it was finally incorporated as a village. Growth continued slowly and, by 1868, the population of Monticello was only 659; Thompsonville had little more.

Many hamlets developed in Thompson around the lumber mills, creating small populated areas scattered about the Town. They were connected only by the lumbering roads leading into Monticello and the turnpike, like the spokes of a wheel.

Primarily because of the availability of hemlock, early industries were mainly tanning, lumbering and the manufacture of wood products. However, even with the Newburgh-Cochecton Turnpike passing through the Town, major development bypassed all of Sullivan County because of its remote nature and rugged landscape. The New York, Ontario and Western Railroad was constructed in Thompson in 1871, but growth continued to be very slow. It was not until the advent of the automobile and the improvement of the roads that Sullivan County and the Town of Thompson began to realize a population increase. Suddenly the wealth of folklore, scenery, and recreation elements in the Catskills were discovered by the city dwellers.

New Yorkers streamed into the fresh clean air of the mountains for vacationing. Many stayed, opening businesses of their own. Between the period of 1920-1930 Monticello alone realized a population increase of 48 percent. As the Village developed as the commercial center of attraction, Thompson grew as the recreation area. Hotels developed and bungalow colonies blossomed throughout the area - mostly about the many small lakes. Hunting and fishing camps were created. Parents living in New York now wanted their children to experience outdoor living. Private children camps, church and boy scout camps mushroomed throughout Sullivan County.

[1] This section is an updated version of the history which appears in the 1968 Town of Thompson Master Plan.

Perhaps the most significant factor which led to the development of Thompson into its present resort character was the settlement of some Jewish farmers in the area during the early 1900's. This was the period of heaviest immigration from Eastern Europe into New York City, and the newcomers sought escape from their city environment by spending weekends in the country. Farmers in the Thompson area were quick to provide facilities, which led to the development of the resort business in earnest.

Following the World War II era, a noticeable change took place in the development of resorts. Many small hotels and bungalow colonies began to run down and disappear. Larger hotels dominated and a new element arose - communities of second or vacation homes which, for a time, produced significant growth in the Town and compensated for loss of smaller resorts. The sheer size of the area's resort industry and the proximity to New York City made it seem as if demand would always be there in one form or another. The need to develop new industry and other sources of employment was secondary to meeting the needs of the hotels and was even viewed as counter-productive in that it threatened to consume the County's supply of inexpensive service industry labor. This made the area extremely vulnerable when shifting vacation patterns negatively impacted on the large hotels and left Sullivan County with no alternative on which to fall back, causing a prolonged regional economic recession.

1.2 Natural Features

Previous comprehensive planning efforts by the Town have resulted in the generation of excellent mapping of natural features for the entire Town, including the Village portion. All of this is on file in the Town of Thompson Town Hall. It includes the following maps which speak for themselves as to the Town's natural assets and liabilities:

- **Open Space** (including wilderness areas, ridgelines, steep landforms, drainageways, lakes, rivers, wetlands and wildlife areas)
- **Hunting Constraints** (areas where hunting is and is not permitted under State law)
- **Wildlife Habitats** (unbroken forests, significant edges, developed land, deer wintering areas and eagle wintering areas)
- **Primary Wildlife Habitats** (primary and secondary wildlife conservation areas and wildlife corridors)
- **Wildlife and Development Constraints** (areas with wildlife and/or development constraints)
- **Prime Wildlife Areas** (drainage networks, deer wintering areas, eagle wintering areas, bear habitat and significant edges)
- **Visual Units** (landscape units, open areas, exposed areas, enclosed areas and highpoints)
- **Visual Character** (predominately developed land, strip developed land, limited strip development, scattered development and undeveloped areas)
- **Existing Land Use** (1975 mapping of existing land use patterns)
- **Soil Conditions** (areas unsuitable for septic systems or construction below grade, areas with additional severe restrictions for development, areas with drainage limitations for development and areas with no limitations on development)
- **Development Limitations** (areas limited by drainage, soils or slope and constrained areas with sewer systems)

These maps are very large and, because they are in color, are generally not economically reproducible at the present time. However, the Sullivan County Division of Planning and Community Development is now developing a Geographic Information System into which these maps could possibly be incorporated and it is recommended the Town pursue this with the Division as a means of preserving the maps and maximizing the potential for their use in planning. They should also be laminated to protect them and facilitate use in the interim by the Town Planning Board and others as projects are reviewed and zoning changes are considered.

1.3 Existing Land Use

Various studies of existing land use within the Town and Village have been made over the years including the 1975 Existing Land Use Map of the Town referenced in the preceding section and maps prepared in conjunction with the original Master Plan documents of the two municipalities. The County Division of Planning and Community Development is also now in the process of developing a complete Geographic Information System (GIS) which will enable such mapping to be easily prepared from real property tax service files and continuously updated. The system is functioning and, where data has already been digitized, it is now possible to generate such maps. The Village is one such area and the resulting Existing Land Use Map for that entity follows. Similar mapping should soon be available for the Town as a whole and should be acquired for planning purposes. However, it was determined the 1975 large-scale map would suffice on an interim basis for purposes of broad-based planning because the patterns of development have not changed substantially since that time, most of the area's growth having occurred or been set in motion prior to that date. While the maps are largely self-explanatory, observations can be drawn from these maps regarding recent changes in land use patterns within the Town and Village:

- **Most new commercial development over the last several decades has taken place along Route 17 (now I-86), Old Route 17, Route 42 and Route 17B and has been of a strip nature.** These primary highways have received the bulk of new land development activity and it has generally been limited to the areas immediately adjoining them, with little infill or direct expansion of existing centers. Rather, it has been strictly highway oriented and spread out in such a way as to suggest the Town is more developed than it really is. Moreover, it is this strip development that has, to a large degree and for better or worse, formed the image of the community as perceived by visitors, potential new investors and prospective resident. Suppliers of basic retail items have tended to move off of Broadway to either the Monticello Mall area or East Broadway, and fast-food restaurants and convenience stores have popped up in several locations both within and outside the Village.

- **Multi-family development has moved off Broadway and become concentrated in larger projects lying just off the major travelways.** Zoning provisions enacted by the Village have effectively discouraged apartments in the upper stories of buildings along Broadway and. in the meantime, various larger multi-family projects of a subsidized nature have developed at the edges of the commercial and single-family residential areas of Monticello. This has removed activity from Broadway itself with both intended and unintended consequences, helping to control loitering problems but depriving building owners and merchants of income, customers and positive street activity.

- **Resort activity has declined as bungalow colonies and major hotels have continued to close or reduce the scale of operations.** A number of bungalow colonies have gone out of business since 1975, others have deteriorated and several motel/hotel operations have been closed or converted to other uses. The general decline of the larger resorts and poor health of the racing industry have also led to the demise of various support businesses such as restaurants. Overall, much of the area's commercial activity has suffered from lack of new investment. Whether this failure is attributable to poor economic times or vice-versa is unclear, but it is a certainty that the community has, until recently, been in a vicious cycle that

has made it less and less appealing as a tourist destination. Recent leadership provided by the Town, Village and County, as well as private entrepreneurs, is starting to change that, however. A broader tourism base is being developed through the work of the Convention and Visitors Bureau, there is an aggressive effort by Sullivan First to clean up the area, Wal-Mart has been attracted to locate in the Town, a Broadway revitalization program is underway, the Concord Hotel is being redeveloped and plans are being formulated for a music theme park at the nearby Woodstock site. The community is clearly poised to once again emerge as a tourist destination. Legalized gaming could also play a role in reinvigorating the race track and area hotels. However, that prospect is still uncertain and the Town and Village will be well-served by continuing to rebuild a tourist base around other attractions while waiting to see how that issue is resolved.

- **The Rock Hill area is evolving as a center of corporate activity.** The location of the Irwin Seigel and Frontier Insurance offices in Rock Hill and the latter's establishment and almost continuous expansion of its corporate headquarters at that location have given this area a much different complexion than it had in 1975 when existing land use was last mapped. This development is quite complementary to the Emerald Green development which it adjoins and reflects the proximity to nearby Orange County. It is literally the edge of the metropolitan area insofar as building activity and brings to the Town a different and higher-quality character of development than it has known in the past. The County is now building on this land use trend by establishing the "Emerald Corporate Center" business park in this section of the Town. It will provide pre-approved sites for new complementary business and corporate activity and the County's own Business Development Center.

- **The landfill has continued to expand and now dominates this area of the Town and Village.** Ownership and control of the former Village of Monticello Landfill has been assumed by the County. The original landfill has been capped, a new one has been created adjoining it and importation of garbage has been accepted as a means of economically supporting the landfill's overhead costs and supporting other activities of County government. The new landfill site, located behind the Apollo Plaza, has, as a result, filled rapidly and become increasingly prominent as a visual feature as well as a nuisance activity insofar as traffic and odors. It is an infrastructure asset which many communities lack, but has dramatically changed the character of this area of the Town for the worse, a problem that will be exacerbated when a new Route I-86 off-ramp is developed and directs the view of visitors directly to the site. The County has been attempting to remedy the odor problems and has discussed aesthetic measures which can be taken to improve the situation, including tree plantings and an improved entrance, but these actions have yet to be taken. The County also wisely decided not to further expand the height of the landfill through a privatization plan. Nonetheless, it continues to import garbage which reduces the life of the landfill and increases the intensity of its use in the meantime with obvious impacts on the traffic and odor problems.

Other observations regarding existing land use patterns may be found in discussions of housing trends and areas of the town which are subject to change. (See Sections 1.4.7 and 2.4.)

Village of Monticello
Land Use
Sullivan County
New York

Legend

- Bus Depot
- Single family residential
- 2 - 3 family residential
- Multi-family residential
- underdeveloped land
- Hotels/motels/lodges
- Bungalow colonies
- Retail
- Manu/Ind/Whse
- Office
- Mixed Use
- Private recreation
- Institutional/Pub. Assembly
- Transportation/Utility
- Parkland
- Cemetery
- Water supply lands

500 0 500 1000 Feet

Division of Planning and
Community Development
October 1998

N

1.4 Population, Economic Base and Housing

1.4.1 Population Trends

Census figures show 13,711 people lived in the Town of Thompson in 1990. The Town's population can be expected to grow to some 13,945 persons by 2000 if one extends this rate of growth forward. A 1996 estimate by the Bureau of Census that Thompson has grown to 3,851 persons suggests this is, indeed, what is happening. Projecting further, the year 2010 population can be expected to exceed 14,182 persons. Nevertheless, caution is always warranted in projecting populations, especially where second-homes are involved, as they are in Thompson, because these can convert to first homes during good economic times. This unpredictable nature is demonstrated by the Town's growth rate between 1960 and 1970, which was almost double the County's, and then followed by consistently below average gains over the next two decades.

There are several interesting observations which can be drawn regarding the population growth patterns. These include the following:

- **The Town of Thompson has not grown as rapidly as Fallsburg or Mamakating.** Thompson as a whole, as well as the area outside the Village of Monticello, grew at a substantially slower rate than adjoining Fallsburg and Mamakating during the 1980's but has exhibited similar patterns during the 1990's.

- **The Village of Monticello is a growing community.** Monticello, in fact, was the only Village in Eastern Sullivan County to gain population between 1980 and 1990 although there appears to have been a very slight decline since then.

- **Monticello is a relatively large community compared to the Town as a whole.** The population of the Town outside the Village did not exceed the Village until 1980. The Village, moreover, continues to represent a greater portion of its Town population than any other Village in the County.

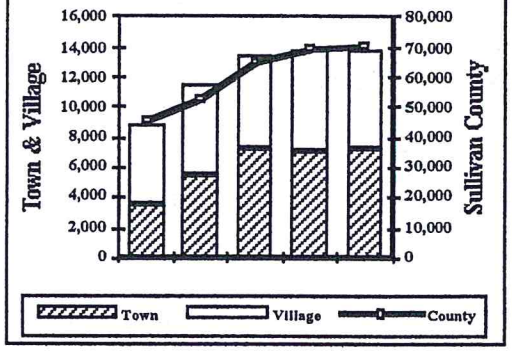
The following Table 1.4.1.1 and Figure 1.4.1.2 illustrate growth patterns compared to adjoining communities:

Table 1.4.1.1 - Eastern Sullivan County Population Patterns, 1970-1996

Municipality	1960	1970	% Chg 70-80	1980	% Chg 70-80	1990	% Chg 80-90	1996	% Chg 90-96	Persons Per Sq. Mile '96
SULLIVAN COUNTY	45,272	52,580	16.1%	65,155	23.9%	69,277	6.3%	70,346	1.5%	69.6
Thompson (Non-Village)	3,570	5,427	52.0%	7,173	32.2%	7,114	-0.8%	7,280	2.3%	N/A
Village of Monticello	5,222	5,991	14.7%	6,306	5.3%	6,597	4.6%	6,571	-0.4%	N/A
THOMPSON	8,792	11,418	29.9%	13,479	18.1%	13,711	1.7%	13,851	1.0%	153.1
Liberty (Non-Village)	4,602	4,815	4.6%	5,586	16.0%	5,697	2.0%	5,682	-0.3%	N/A
Village of Liberty	4,074	4,514	10.8%	4,293	-4.9%	4,128	-3.8%	4,115	-0.3%	N/A
LIBERTY	8,676	9,329	7.5%	9,879	5.9%	9,825	-0.5%	9,797	-0.3%	119.7
Fallsburg (Non-Village)	N/A	6,888	N/A	9,053	31.4%	10,662	17.8%	10,783	1.1%	N/A
Village of Woodridge	N/A	1,071	N/A	809	-24.5%	783	-3.2%	783	0.0%	N/A
FALLSBURG	6,748	7,959	17.9%	9,862	23.9%	11,445	16.1%	11,566	1.1%	146.0
Mamakating (Non-Village)	N/A	3,264	N/A	6,251	91.5%	8,426	34.8%	8,666	2.8%	N/A
Village of Bloomingburg	N/A	323	N/A	338	4.6%	318	-5.9%	314	-1.3%	N/A
Village of Wurtsboro	N/A	732	N/A	1,128	54.1%	1,048	-7.1%	1,055	0.7%	N/A
MAMAKATING	3,356	4,319	28.7%	7,717	78.7%	9,792	26.9%	10,035	2.5%	100.3
BETHEL	2,366	2,763	16.8%	3,335	20.7%	3,693	10.7%	3,767	2.0%	40.3
FORESTBURGH	356	474	33.1%	867	82.9%	614	-29.2%	640	4.2%	11.3
N.Y. STATE (000's)	16,782	18,241	8.7%	17,588	-3.6%	17,991	2.3%	18,134	0.8%	384.0

Note: Source of all data, including 1996 estimates, is U.S. Census.

Population, 1960-1996



GENDER:

Males made up the majority of the Thompson population in 1990 with 50.4% (6,911 persons) as compared to 49.6% (6,800 persons) for females.

EDUCATION LEVELS (1990):

Persons 25+ Years	9,177
% Under 12 Yrs School	29.3%
% 12 Years or more	70.7%
% 2+ Years College	21.4%
% 4+ Years College	15.2%

1.4.2 Age of Household Members

The Town of Thompson very closely mirrored the County as a whole in terms of ages in 1990, both having 34.0% of the population under 25 years of age. The Village proportion, by contrast, was 35.6%. The oldest age cohort, the 75+ years group, represented only 5.8% of persons in the Town compared to 6.1% Countywide but the Village, again, exhibited a different pattern with 6.7% of persons being 75+. These contrasting trends illustrate the role of the Village as home to elderly persons, young single head-of-household families and other smaller households who may lack vehicles.

Table 1.4.2.1 Town of Thompson
Age Patterns, 1990

	Village of Monticello		Outside Village		Total Town		Sullivan County	
Ages	No.	%	No.	%	No.	%	No.	%
0-4	514	10.4%	503	9.6%	1,017	10.0%	4,967	9.7%
5-17	1,184	24.1%	1,172	22.4%	2,356	23.2%	12,168	23.8%
18-24	477	9.7%	445	8.5%	922	9.1%	4,341	8.5%
25-44	1,489	30.3%	1,673	32.0%	3,162	31.2%	16,429	32.1%
55-64	562	11.4%	797	15.3%	1,359	13.4%	6,384	12.5%
65-74	249	5.1%	279	5.3%	528	5.2%	2,687	5.2%
75+	445	9.0%	356	6.8%	801	7.9%	4,243	8.3%

1.4.3 Incomes

Census data gathered in 1990 indicates median household income for Town of Thompson was $26,128 compared to $22,777 for the Village and $27,582 for the County as a whole. This is, of course, an indicator that incomes in the un-incorporated portion of the Town are actually quite high with the average being pulled down by small and single-person households in the Village. Average family income in the Village, was actually $43,304 compared to $42,406 Town-wide and $39,623 throughout the County. The following Table 1.4.5.1 provides the relevant data.

Table 1.4.3.1 Town of Thompson Incomes, 1990			
Income Characteristic	**Town of Thompson**	**Village of Monticello**	**Sullivan County**
Median Household	$27,582	$22,777	$26,128
Median Family	$33,884	$29,906	$32,173
Mean Household	$33,977	$33,229	$42,406
Mean Family	$39,623	$43,504	$42,406
Per Capita (All)	$12,657	$14,129	$14,294
Per Capita (White)	$13,231	$16,600	$15,647
Per Capita (Black)	$7,094	$9,355	$8,848
Per Capita (Hispanic)	$7,120	$7,202	$7,813

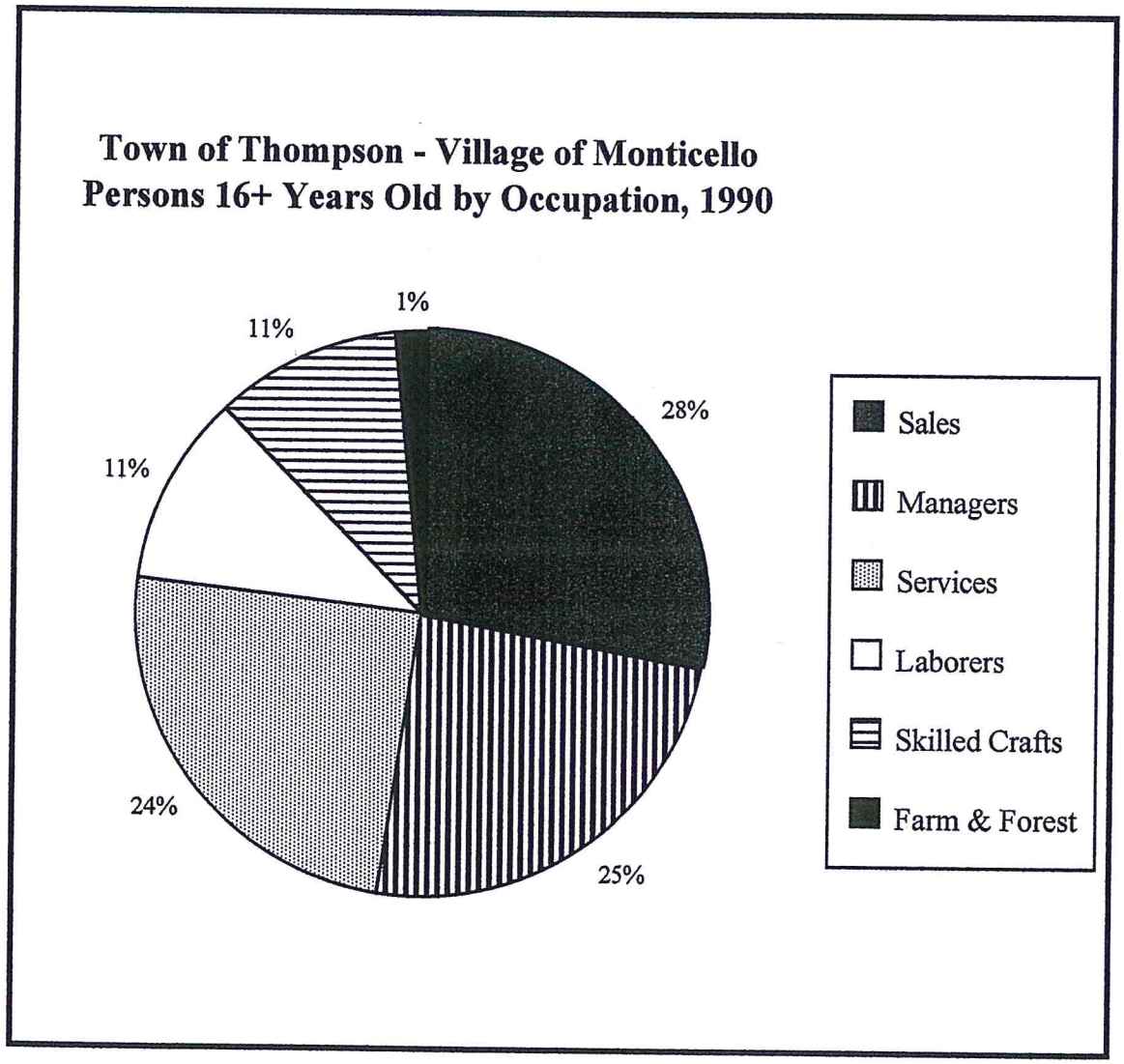
Town incomes are somewhat lower than those of the Village or the County as a whole when viewed on a per capita basis and this confirms the conclusion drawn above that household incomes are lower in the Village primarily due to a greater number of smaller households in the latter. There are also pronounced differences in incomes among races.

1.4.4 Employment Status

The Town of Thompson had 6,962 employed persons over 16 years of age in 1990 and 3,056 or 43.9% of these persons were females. The unemployment rate as a whole was 8.5% and for females it was 9.2%. There were 852 females with children in the labor force and their unemployment rate was 10.4%.

1.4.6 Employment by Occupation

The chart found on the next page provides a breakdown of the employed Town population aged 16 years or more in 1990 by occupation. Sales occupations include other support positions, laborers include machine operators and skilled crafts include operation of precision machinery and repairs.


Town of Thompson - Village of Monticello
Persons 16+ Years Old by Occupation, 1990
1%
11%
28%
11%
24%
25%
Sales
Managers
Services
Laborers
Skilled Crafts
Farm & Forest

1.4.7 Housing

The following table provides an overview of the Town housing stock as of 1990. Interestingly, the total housing stock in the Town actually declined by 30% or 3,493 units, from 11,824 units total in 1980 to 8,331 in 1990. This remarkable occurrence (most communities throughout the U.S. gain housing even when populations remain stagnant) is attributable to the deterioration and removal of bungalow colonies which, themselves, are unusual forms of second homes found generally only within the Catskills. The County also experienced a drop in the number of housing units but the Town of Thompson lost more than three times as many units as any other town and was responsible for 86% of the County loss, reflecting the overall decline in the area resort industry and more than halving the number of second homes in the Town.

Table 1.4.7.1
Town of Thompson Housing, 1990

	Village	Other Town	Total Town	%	Sullivan County	%
Owner Occupied Units	873	1,899	2,772	33.3%	16,882	40.4%
Renter Occupied Units	1,676	685	2,361	28.3%	7,694	18.4%
Vacant for Sale or Rent	335	245	580	7.0%	2,432	5.8%
Vacant for Occasional Use (2nd homes)	105	2,194	2,299	27.6%	13,186	31.5%
Other Vacant Units	54	265	319	3.8%	1,620	3.9%
Total Housing Units	3,043	5,288	8,331	100.0%	41,814	100.0%
Median Value of Owner Occupied Units	$87,300	N/A	$96,500	N/A	$93,400	N/A
Median Housing Costs of Mortgaged Units	$783	N/A	$793	N/A	$759	N/A
Median Rent of Renter Occupied Units	$415	N/A	$407	N/A	$390	N/A
Single-Family Units	1,140	4,020	5,160	61.9%	29,189	69.8%
Two-Family Units	278	259	537	6.4%	2,079	5.0%
Multi-Family Units	1,562	274	1,836	22.0%	4,810	11.5%
Mobile Homes	6	660	666	8.0%	5,195	12.4%
Other Housing Units	57	75	132	1.6%	541	1.3%
Median Year Structure Built	1,962	N/A	1,965	N/A	1,961	N/A
Units with Public Water	2,952	1,172	4,124	49.5%	15,050	36.0%
Units with Wells or Other Sources	91	4,113	4,204	50.5%	26,764	64.0%
Units with Public Sewer	2,948	1,222	4,170	50.1%	13,558	32.4%
Units with On-Site or Other Systems	95	4,063	4,158	49.9%	28,256	67.6%

Some other housing observations which can be drawn from this data are as follows:

- **Monticello is heavily dominated by multi-family and rental activity** Well over half of the Village's housing stock consisted of multi-family and/or rental units and the Town as a whole had substantially higher numbers of renters than the County as a whole.

- **Some 31.5% of the Town housing stock consists of second homes.** Despite the loss of bungalow colonies, the Town remains a popular second-home area with 27.6% of its housing stock being in that category in 1990. The County figure, at 31.5%, was somewhat higher but the difference simply reflected the Village's role as a site for large amounts of senior and other permanent multi-family housing dependent on infrastructure.

- **Housing values within the Village are somewhat low but the Town as a whole exhibits high values.** The median value of owner-occupied units in the Village in 1990 was $87,300, compared to $93,400 for the entire County. However, the Town as a whole had a median value of $96,500, meaning the unincorporated portion had to have had much higher figures to produce this average.

- **Mobile homes make up less of the Town housing stock than the County.** Mobile homes only represented 8% of the Town stock but accounted for 12% of the County total. This is because the Village had almost no mobile homes (6 only in 1990).

- **Approximately 50% of all housing units in the Town are served with public water supplies and public sewage collection and disposal.** Virtually the entire Village and about 20% of the Town was served with central sewer and water utilities operated by the public in 1990. Since then, additional areas have been served and these infrastructure assets well serve the Town. Only about a third of the County housing units are so served.

2.0 Future Land Use and Open Space Plan

2.1 Background

2.1.1 **The challenge of this Land Use and Open Space Plan is to restore the quality of life and economic opportunity residents of Thompson and Monticello enjoyed for many years.** The Town of Thompson and Village of Monticello ("Thompson/Monticello") stand at the center of Sullivan County economically, geographically and politically. As growth of the greater New York City metropolitan area spreads outward, on a fitful but inevitable track, Thompson/Monticello is clearly positioned to exploit these roles if it exercises planning to retain its natural environment and small-town character while remaking the image of its already strip-developed areas. That image has suffered from years of economic decline and neglect as the resort hotel, horse racing and bungalow colony tourist industries have fallen on hard times. Today it is, itself, a barrier to economic development. Yet, the Town still retains many of those open spaces, scenic vistas and natural assets which can attract growth and tourism, if protected and enhanced.

2.1.2 **If the image is to be remade it must be accomplished by a determined effort to eliminate existing eyesores and a commitment to ensuring new development meets a higher standard which respects the natural environment and protects the special character residents and visitors alike desire.** Attracting quality development requires a marketing program, complete with incentives, to attract employers and service providers willing to invest in the community, but key to getting them is a land use policy which reflects the community's commitment to preserve its natural environment and small-town character as well as correct those things that have gone wrong. That is the underlying purpose of this Land Use and Open Space Plan.

2.1.3 **Early planning suggested Thompson/Monticello develop as a recreational community.** The 1964 Town of Thompson Master Plan indicated the Town should "provide for continued development of commercial recreation," and suggested "recreation is the predominant use at present, and it will apparently remain so for the foreseeable future." Recreation was defined as including outdoor activities (fishing, hunting and skiing) as well as second homes and summer cottages and programmed resort activities. It was expected the Village would remain as the commercial center but new neighborhood centers would be demanded to serve emerging seasonal and permanent residential areas. It was also anticipated the resort industry would consolidate into economically viable clusters.

2.1.4 **The Village Master Plan was adopted in 1958 and it, too, foresaw "further recreational development in the surrounding area (would) be reflected in the growth of the Village of Monticello (and the) development of recreational assets and services in the Village and its trading area."** Interestingly, the authors observed "Monticello has grown without plan or regulation. Facing the community are the problems of correcting accumulated deficiencies to the extent still practicable and of assuring that the mistakes and inadequacies of the past are not repeated in future change and

development. If future development is done under proper guidance and done with a view to conserving and improving natural attractions, the area will become increasingly popular."

2.1.5 **These planning statements are, in retrospect, quite telling because it is obvious now, 35-40 years later, that the mistakes were repeated over and over again as development took place.** Indeed, they were being made even as the Plans were being adopted. The Village Plan, for example, noted the concurrent decision of the Village Board to zone Pleasant Street and the Forestburgh/Port Jervis Road as commercial and suggested this was excessive and would "prove detrimental to the presently-established business center." Likewise, new development around the Raceway, along East Broadway and north along Route 42 was allowed to proceed in a haphazard fashion with little or no attention to providing landscaping, controlling signs or requiring appropriate setbacks of problem land uses.

2.1.6 **The contrast, which exists today; between such well-done projects as McDonalds, Pizza Hut, the Monticello Best Western Inn and the Pleasant Street Stewarts Shop with surrounding uses is quite stark and illustrates the power of good site-planning.** Unfortunately, it has not always occurred on a consistent basis in either the Town or Village and, in this sense, the community has not capitalized on those exceptional natural recreational resources that the Village Plan identified as "the area's chief stock in trade." There is little or no harmony among land uses or with the natural landscape into which they ultimately must all fit.

2.1.7 **The original Plans were, nevertheless, both off the mark in that they failed to perceive the importance of Route 17 in influencing future commercial development patterns and the changing focus of the retail and service industries toward fast food, large stores and convenience shopping.** These have resulted in much more activity outside the Village than was ever expected and, of course, substantial new commercial development at Exit 105, an area actually planned for resort activity. The demand for regional shopping opportunities at this location was completely overlooked. Meanwhile, East Broadway continued to develop (unanticipated by the Village but planned by the Town) and Broadway began a long slow decline in importance and quality as a retail center.

2.1.8 **The Thompson/Monticello landscape has, over the years, changed significantly and not always for the better.** The Monticello Mall was built, the new Government Center was established, the Town offices moved to the Mall, Wyde Lumber moved out of the Village to a location on Route 17B, the County took over and expanded the Village landfill and the highly visible triangular area defined by Jefferson Street, Sturgis Road and Government Drive, which could have been a prominent gateway to the community, instead deteriorated and became a sign of blight. Frontier Insurance also moved out of the Village to a much expanded and beautiful location in Rock Hill, raising the prospects for additional corporate development in that area. The changes have been many and these are only a sampling of those with significant land use impacts.

2.1.9 **The Town and Village have both amended their Zoning Laws to react to these changes and this Plan recommends further revisions.** The Town went through a comprehensive re-zoning in 1984, based on the availability of new and quite extensive inventories of natural and other resources made in

1974 using University of Pennsylvania planning interns. That Zoning and Planned Unit Development Law continues is in force today in more or less the same form and is constructed as a "Comprehensive Zoning Plan." It is a well designed document which can and, has at times, served the Town well but, like most local zoning regulations, it has not always been enforced as well as it could be. It also now needs updating to reflect more recent changes in development patterns and modifications of New York State law. Moreover, the purposes of the Law need re-examination to ensure they fit the aspirations of the current Town residents.

2.1.10 **The Town's existing Zoning and Planned Unit Development Law essentially provides for the development of Thompson as a suburban community.** Three zoning districts; the AR Agricultural Residential, RR Rural Residential and SR Suburban Residential; account for well over 90% of the land area in the Town and each provides primarily for single-family residential use, albeit at different densities (from 20,000 square feet per dwelling in the SR up to 2 acres in the AR). Each also provides for two-family dwellings, cluster or planned unit development, clubhouses, parks, libraries, places of worship, schools and related recreational facilities as Special Uses.[2] The districts lack statements of intent (a deficiency) but, if their purposes are judged by the allowable uses in each, then suburban development at low to moderate density appears to be the overall thrust of the existing zoning regulations and this will not achieve the goals of either preserving the natural environment or the area's small-town character.

2.1.11 **The Town Zoning and Planned Unit Development Law, for the most part, recognizes existing patterns of commercial development and provides minimal areas for expansion, relying instead upon the PUD process and the RR district to offer some flexibility for the location of commercial recreation and eating and drinking places, for example.** Three commercial districts and a special purpose Extraction Industry District have been created. One of these is a NC Neighborhood Commercial District which is not much different than the SR District it is intended to complement except that it allows retail and service enterprises, motor vehicle service stations and health clinics as Special Uses to meet the needs of surrounding residential districts. The HC Highway Commercial District provides, on a Special Use basis, for mobile home parks and sales, motor vehicle service stations, camps and recreational uses, eating and drinking places, health-related uses, hotels, office buildings, animal hospitals, outdoor storage uses and shopping centers. It is, in reality, a blend of the RR and NC Districts. The CI Commercial Industrial District provides for substantially the same uses as the HC District excepting that it does not allow residences, shopping centers (retail is permitted), mobile home uses or office buildings. It does permit manufacturing, warehouse and junkyard uses, however. All of the commercial districts tend to encompass and slightly expand existing commercial areas, excepting that some NC zones have been established at key intersections where not much has yet happened (e.g. Sackett Lake Road and Route 42).

2.1.12 **The Village's existing Zoning Law provides for five different residential districts which do not permit multi-family dwellings on Broadway and encourage them in the outlying areas.** The

[2] The SR also allows for multiple dwellings and hotels, the RR provides for camps and various tourist-related activities, as well as mobile home parks, and the AR permits some of these plus commercial agricultural enterprises, providing for some mixed-usage and variation among the districts, but not a great deal.

Village's residential districts include; R2 (one-family), R2-B (one and two-family), R2-C (one and two-family plus cemeteries), RM (one, two and multi-family) and RM-MHP (one, two and multi-family plus mobiles). No commercial activities are permitted in these zones and multiple dwellings are treated as Special Uses where allowed. The R-2 areas are generally located east of Pleasant Street and south of Broadway between Route 42 and Richardson Avenue. Small R2-B and R2-C zones are located in the same vicinity and probably should be merged with the rest of the R2 District. The RM zones are found on the periphery of the Village (including around the landfill) and immediately south of Broadway as a transition to the R2 one-family zones. The only RM-MHP District is located between Exit 104 of Route 17 and the Old Liberty Road. Significantly, no apartments are allowed on Broadway between Jefferson Street and Pleasant Street, that area being zoned as B2 Core Business District. This has removed residential activity from Broadway with negative impacts on main street life and relatively little positive impact on the vagrancy problem.

2.1.13 **Monticello's Zoning Law also provides four business and/or commercial districts which encourage strip development along each of Monticello's principal streets, especially when considered together with the Town's zoning.** The four commercial districts include a B1 General Business which allows retail and wholesale businesses and services, offices, animal hospitals, commercial recreation activities and research laboratories as Principal Permitted Uses and drive-in establishments, gasoline service stations, car washes, hotels, clubhouses and nursing homes as Special Uses. It includes Apollo Plaza, adjacent land and the Raceway area. The B-1 zones tend to abut Town of Thompson CI zones, extending commercial strips along Old Route 17, Route 17B and Route 42. The B-2 Core Business District is similar but doesn't provide for animal hospitals, outdoor storage uses or multi-family dwellings and limits Special Uses to semi-public uses. The B1-O District is really a one and two-family residential district which also permits professional and business offices. There is only one such zone, located along the north side of Fulton Street. The last commercial district is BLI Light Industrial and it provides for the same range of commercial uses as the B1 District except that one and two-family dwellings are not permitted and outdoor storage uses, auto repair activities, vacation resorts and manufacturing enterprises are allowed as additional Special Uses. The BLI zones are found along Jefferson Street, lower St. John Street, East Broadway and the landfill.

2.2 Future Land Use Vision

The Town of Thompson, along with the Village of Monticello, represents the capitol of once renowned resort area and still possesses the natural assets and small-town character to attract economic growth and tourism if those features are protected and made a part of all new development. The future Town of Thompson should include the following elements:

2.2.1 **Mixed-use small-town neighborhoods and hamlets which locate places of living, places of convenience shopping and places of work in reasonable proximity to each other.** Such neighborhoods minimize traffic onto collector highways, particularly if pedestrian activity is encouraged. True communities with shared cultural, economic and physical environments can then develop. Examples of areas that should develop in this fashion are Rock Hill, Thompsonville, Emerald Green, Mongaup Valley, Melody Lake and Sackett Lake.

2.2.2 **A remade Village of Monticello capable of serving as a tourist attraction as well as a village center.** A combination of attractive shops, eating places, services, residences and civic institutions in a pedestrian-friendly environment are demanded. This must involve a revitalization of Broadway, including finding economical uses for second-story space above stores. New buildings should be of modest size, consistent with the scale of existing buildings, and directly front on and align with those structures, uninterrupted by parking lots. The street system should be enhanced on a rectilinear basis providing more comprehensible routes of travel through the Village, with well-configured greens, landscaping and other features which support collective social activity and visual enjoyment. Parking areas should be to the rear of buildings.

2.2.3 **Protected rural landscapes of generally open land in between these neighborhoods and the Village.** These areas should be used for agricultural, forestry, recreational or environmental conservation purposes. It is critical to preserve the rural character of those highways connecting the Town's various centers and avoid the careless and wasteful sprawl of commercial development beyond these centers. Strip commercial development will destroy the rural character of the Town on which its tourist economy depends, create future eyesores, detract from the integrity of abutting residential zones and discourage the development of any sense of community or ability to provide pedestrian access to commercial areas. By making the consumer more dependent on the automobile, strip development also removes services from access by the elderly who represent an increasing share of the population.

2.2.4 **Regional centers designed to meet the retail, service, resort attraction and employment needs of the greater Sullivan County area.** These should be confined to existing locations and those sites with convenient interstate highway access where the interference with local traffic will be minimized. These include the Kiamesha/Route 42 shopping area, the Raceway and the Apollo Plaza. They represent sections of the Town where new large uses of substantially different scale than the rest of the Town can be located without unnecessarily burdening the regional highway system or as sharply contrasting with adjoining land uses, although there can still be major impacts on the traffic of local and collector streets

in the immediate vicinity. Moreover, these sites also often abut existing neighborhoods, the integrity of which must be protected, and into which integration will not be possible without very careful site planning, buffering and consideration of impacts on the overall quality of life.

2.2.5 **Major resort areas.** Providing for land uses such as the Concord Resort Hotel is necessary to preserve major employment centers and preserve a source of attraction to the Town and region. The number of major resorts has dwindled and those which remain should be protected from incompatible adjacent land uses and permitted to expand and develop, provided those development plans maximize the protection and enjoyment of the Town's natural resources on which the bulk of the tourism industry depends.

2.3 General Land Use Objectives and Recommendations

The following are general land use objectives and recommendations to achieve the vision outlined above for the Town and Village as a whole:[3]

2.3.1 Provide for the orderly future growth and development of the Town of Thompson.

2.3.1.1 Minimize, through site plan review, the removal or disruption of historic or traditional uses and structures and preserve the architectural elements of existing buildings of significance.

2.3.1.2 Require new developments to function as extensions of the overall Village development pattern rather than stand in contrast to it.

2.3.1.3 Review site plans in the context of the neighborhood in which projects are located, as opposed to a single, large suburban theme or as an isolated tract.

2.3.1.4 New developments should be allowed to reflect the varied, historical mixed-use growth of those neighborhoods where they are located and avoid the sterile sameness of many new residential subdivisions.

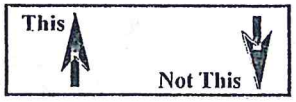
2.3.1.5 Non-conforming use changes and expansions should be treated as Special Uses to provide more flexibility to accommodate growth while also gaining the ability to require correction of previous site planning deficiencies (e.g. closing off excess accesses, lowering signs or adding landscaping and/or curbs).

2.3.1.6 Encourage the redevelopment of specific commercial sites to provide better traffic control through use of existing and new signalizations. Also, reduce curb cuts, require use of joint accesses and buffer activities from the highway with landscaping and effective sign controls which reduce the height and size of signs, require ground signs and limit the numbers of signs.

2.3.2. Provide adequate light, air and privacy; secure safety from fire, flood and other danger; and prevent overcrowding.

2.3.3 Preserve the character of existing residential streets and rural highways and promote safe, efficient and uncongested circulation of pedestrian and vehicular traffic.

2.3.3.1 Streets should be required to be designed in such a manner as to preserve natural topography and tree cover, minimize cut and fill and preserve and enhance views on or off the subject



[3] Among the objectives are some excerpted from the very well-done statement of purposes found in the existing Town of Thompson Zoning and Planned Unit Development Law.

parcel. This will require revision of street standards in subdivision regulations.

2.3.3.2 Developers should be required to provide for walking as well as vehicular connections within and with adjacent land uses.

2.3.3.3 Street widths and alignments should be carefully scaled to neighborhood size and be patterned after the character of existing residential streets.

2.3.4 Protect the surface and groundwater supplies from pollution and otherwise protect the quality of the physical environment.

2.3.5 Encourage uses of land and building designs which create harmonious appearances and avoid future eyesores.

2.3.5.1 Require preservation of the landscape in its natural state, insofar as practicable, by using topography, tree cover, and natural drainageways to determine road and lot configurations rather than treating them as elements to be modified to fit some preconceived development scheme.

2.3.5.2 Require new development be specifically related to the terrain and to the use, scale, and architecture of those existing buildings in the vicinity that have functional or visual relationships to the proposed buildings.

2.3.5.3 Require new construction meet minimum design criteria so as to blend with surroundings. New construction throughout the Town and Village should be compatible with surrounding properties, in terms of formal characteristics such as heights, massing, roof shapes and window proportions. When new construction is surrounded by existing historic buildings, building height and exterior materials should be harmonious with those of adjacent properties.

2.3.5.4 Develop and enact new design review criteria for major impact uses, setting standards which will ensure the above and negotiating, during site plan review, to secure landscaping and other site improvements which will substantially upgrade the quality of new development in the town.

2.3.5.5 Require, as part of the site plan review process, landscaping in front of and around new commercial uses to provide a separation of these activities from the highway. Also, require buildings be placed along front yards with parking in the rear, mandating use of internal rear alleys or parking lot connections so customers can move freely from one commercial use to another without re-entering onto major streets. Apply these same requirements to the change and/or expansion of existing non-conforming uses.

2.3.5.6 Require the filing of a development plan and the obtaining of Town and/or Village permits

before allowing clearing or excavation of commercial sites.

2.3.6 Encourage flexibility in development of land to facilitate economical provisions of streets, utilities and parks; preserve the natural and scenic qualities of open lands for public use and enjoyment; and provide varied housing choices.

2.3.6.1 New planned unit developments should be required to reflect the physical diversity of small towns, mixing housing types, lot sizes and shapes.

2.3.6.2 Require all open space (landscaped and usable) be designed to add to the visual amenities of the area by maximizing its visibility for persons passing the site or overlooking it from nearby properties.

2.3.6.3 The types of open space required should be a reflection of how passive and active open spaces are now used in the neighborhood or village, whether they are adequate, and how they may be complemented.

2.3.6.4 Incorporate requirements for open space design development consideration at the sketch plan stage of subdivision approval.

2.3.7 Facilitate communication by requiring that signs be compatible with their surroundings and promote the distinctive identity of the town, the occupant, services, or type of product provided thereon.

2.3.7.1 Evaluate the color, size, height, lighting, and landscaping of appurtenant signs and structures for compatibility with the local built and natural landscapes. Require such evaluations as part of comprehensive sign laws.

2.3.7.2 Require the streetscape of significant new developments be designed in detail to avoid repetitious setbacks, driveways, elevations, and landscaping.

2.3.8 Preserve the integrity, stability and beauty of the community and the economic value of the land by means of the wise use and management of natural resources throughout the town, which shall require the preservation and protection of the natural and scenic resources, including the surface drainage system, topographic features and wildlife habitats.

2.4 Specific Land Use Objectives and Recommendations for Areas Subject to Change

The following represent land use objectives for areas of the Town and Village which the Comprehensive Plan Committee believes are, or should be, subject to change based on recent development patterns and the needs of the community. These serve to further provide the foundation for the zoning and other land use recommendations of this Plan.

2.4.1 Kiamesha Regional Center

This area is defined by Route 17 (I-86), Concord Road, Bard Road and Rock Ridge Lane.

2.4.1.1 Present Character

This area constitutes a developing regional shopping and service center. The Monticello Mall, now underway Wal-Mart and proposed Marketplace, combined with other services, presents a distinctly commercial image trading off the proximity to the highway interchange. The nature of this commerce is shifting from a mostly local to a regional focus with an accompanying change in the scale of buildings and projects. Existing development has a strip-commercial character which suffers from over-sized signs, unlimited highway access, lack of buffering from the highway and congestion. It is becoming an even more highway-oriented area than it is at present, although it is clearly a logical location for regional enterprises being demanded by the public.

2.4.1.2 Objective

This area should continue to develop as a regional center but with protections for existing neighborhoods and measures to improve the quality of development and soften the strip commercial character of Route 42. Infill development should be encouraged by the establishment of internal street systems east of Route 42 and new means of access. Buffer and transitional zones between residences on Rock Ridge Lane and the regional center will be demanded and these should consist of lower-density mixed-uses such as multi-family housing and offices. This will allow the regional center to serve as a neighborhood in its own right. Apartments should be located within walking distance of shops and services to facilitate pedestrian access. There should also be links to trail systems around adjoining wetlands and pond areas and Bard Road and Rock Ridge Lane should retain a seasonal residential character.

2.4.1.3 Recommendations

1) **Create RC District.** Zone the core of this area as Regional Commercial so as to accommodate larger retail and service enterprises, providing a transition zone between this core and adjoining residential and vacation uses and restricting uses therein to offices and similar low impact activities.

2) **Establish connection with Rock Ridge Lane.** Consider using the Official Map process (§ 270 of Town Law) or similar techniques to establish connecting streets from Route 42 to Rock Ridge Lane, extending the McDonalds/Marketplace and Monticello Mall/Town Hall access roads eastward to do so.

3) **Establish new street parallel to Route 42.** Encourage development of a connecting street parallel to Route 42 and behind the Monticello Mall to complement the above. Office development and other transition uses should take place between this new road and Rock Ridge Lane, but preserving the residential uses and character along that road, respecting the original zoning of that area on which current residents depended in investing in their homes.

4) **Better control access to Route 42.** Consider providing a rear access lane parallel to Route 42 to provide entry to Dunkin Donut and other potential commercial uses along Route 42 from the Monticello Mall/Town Hall access road and open up new commercial sites north of the Town Hall. Also, reconfigure entrances, exits and driveways through Monticello Mall so as to close off all direct access to the Mall from Route 42 and break up the large parking lot with landscaping, making it more of a center than simply a mall. Provide direct connections between the Mall and adjoining uses such as the proposed Marketplace, negotiating these enhancements as part of the site planning process for changes and additions.

5) **Use the GEIS approach to facilitate appropriate development.** Prepare a Generic Environmental Impact Statement for the recommended changes in street and development patterns in this area to evaluate alternatives and facilitate implementation at a later date.

2.4.2 Raceway Regional Center

This regional center is defined by Route 17 (I-86) and extends from there along both sides of Route 17B to the Wyde Lumber location. It also includes the area along Kaufman Road and behind the Raceway and the area along Jefferson Street which serves as the entranceway to Monticello and the Government Center.

2.4.2.1 Present Character

This is a now blighted, but once popular, recreation and service area largely geared to activities at the troubled Monticello Raceway. It includes restaurants and former restaurants, a hotel, adult entertainment, a red shale bank, service stations, billboard uses, mobile homes and sales and home center uses. It also includes a limited number of residences. Some of the newer uses present a rather good image (e.g. the Best Western Inn) but others have fallen on hard economic times, closed, been allowed to deteriorate or simply present a low-quality image, which is extremely unfortunate considering the importance of this area as a gateway to both Woodstock and the seat of County government. The combination of these features with the excavation of the hillside across the street from the Raceway and the several old and unused signs presents the wrong kind of image to attract visitors off the interstate at this location.

2.4.2.2 Objective

Remake this area, from Route 17 (future I-86) west along both sides of Route 17B to the Monticello Home and Garden Showplace, into an attractive regional tourist attraction and service center for I-86 travelers, upgrading its status sufficiently to warrant its use as a gateway to the Woodstock site. This can be accomplished with a combination of zoning enforcement, regulatory carrots and sticks to encourage redevelopment of parcels and solicitation of new public and private investment which builds on the availability of infrastructure in this area and what appears to be large areas of developable land.[4]

2.4.2.3 Recommendations

1) **Zone for regional service industries.** Zone the area adjacent to I-86 and Route 17B so as to accommodate amusement, hotel, gaming, restaurant, recreation and home center type land uses.

2) **Zone for manufacturing and wholesale uses.** Zone the area along Kaufman Road to the west of the Raceway for light manufacturing and wholesale uses which require convenient interstate highway access but not high visibility and do not conflict with the primary tourist-related uses. Multi-family housing (including time-shared units) is also appropriate in this area and throughout the district.

3) **Initiate a clean-up effort for this area.** Start the process of reversing the aesthetic deterioration of this area and re-creating its image by removing, mitigating and replacing incompatible activities and uses. This should include requiring landowners and/or sign owners to remove all non-conforming signs.

[4] This is a subjective judgment based only a cursory examination of slopes and other development conditions. Further investigation is needed as there may also be significant areas of wetlands in this vicinity.

4) **Control adult uses.** Require adult-oriented uses to employ non-descriptive signage and to be properly buffered from highway view.

5) **Provide incentives for infill development.** Encourage infill development in and around the Raceway and along Kaufman Road by considering the establishment a service road(s) from Kaufman Road into the rear of the Raceway property and the tract across the road to the west, extending the latter all the way to Kinne Brook Road and/or back out to Route 17B in the vicinity of Maplewood. Complement this effort by extending sewer and water infra-structure into the same area and allowing density bonuses consistent with maintaining the scale of development found in the surrounding area.

6) **Facilitate the introduction of complementary uses to the Raceway site.** Encourage the development of ancillary activities on the Raceway property through zoning incentives and use of generic environmental impact studies that would permit streamlined approval of hotel/motel, recreational, amusement, restaurant and similar uses complementing the Raceway. The goal should be to make the Raceway and the district as a whole serve as an attractive welcoming center and gateway to Monticello, the Woodstock site and the Catskills. It presently has precisely the opposite impact.

7) **Solicit regional convention or conference center.** Make every effort to secure the location of any proposed Catskill Convention or Conference Center to this district.[5]

2.4.3 Harris Neighborhood

This hamlet area includes the area around the Exit 102 and Exit 103 interchanges of I-86 from the Community General Hospital to the Sullivan Diagnostic Treatment Center campus on both sides of I-86. This includes the SDTC Farm and associated facilities.

2.4.3.1 Present Character

This is a rural environment which includes a number of residences and some bungalow colony activity but which is primarily distinguished by the presence of the Hospital and SDTC campuses, which give the area a health care service sector character, albeit in a rural setting which should be preserved .

[5] The County's proposed Emerald Green Corporate Center surrounding Frontier Insurance is another good site for such a project.

2.4.3.2 Objective

Encourage continued development of this area for health care sector activities, continuing care retirement communities and complementary neighborhood commercial and recreational enterprises. All of these can and should be accomplished in a manner which maintains the rural character of the area, particularly as viewed from I-86 and from old Route 17. The development of neighborhood commercial uses should take place in close proximity to public transportation routes operated by Shortline Bus Company and senior housing should be done on a multi-family dwelling or clustered housing basis to place health care services, shopping and residences within walking distances of each other and/or the public transportation system.

2.4.3.3 Recommendations

1) **Zone for health care and retirement industry uses.** Zone the Harris area, as defined above, to accommodate a wide variety of health care, life care and other senior housing type land uses, as well as mixed-use neighborhood commercial and recreational activities.

2) **Employ housing density incentives.** Provide clustered and senior housing density incentives using Municipal Home Rule Authority.

3) **Upgrade Exit 102.** Work with the New York State Department of Transportation to upgrade the Exit 102 entrance and exit ramps so as to provide better access to the Hospital and related land uses.

4) **Solicit health care and retirement industries.** Work with the Economic Development Partnership and Industrial Development Agency to solicit health care and retirement industries to this district, combining financing and tax incentives with density bonuses to attract this type of development.

5) **Maintain tree borders.** Impose strict landscaping standards and requirements for maintenance of existing tree cover along highways to preserve the high aesthetic quality of this area .

2.4.4 Jefferson Street Gateway

This area includes both sides of Jefferson Street and the properties defined by Jefferson Street, Government Drive and Sturgis Street in the Village of Monticello. It is the entrance-way to Monticello and the seat of County government for visitors coming from Routes 17 (eastbound) and 17B.

2.4.4.1 Present Character

Part of this gateway is commonly known as the "the triangle," and was once the site of the Wyde Lumber operation. It is now largely abandoned except for a few small businesses and offices and a deteriorating former supermarket most recently used as a warehouse for the hotel industry. The site is mostly overgrown with weeds and brush and reportedly is a difficult site on which to build due to stability problems. The point of the triangle is typically used for political sign placement and overall the area is an eyesore which diverts attention and detracts from an otherwise attractive County Government Center.

Jefferson Street, leading to the triangle includes a mix of mostly poorly landscaped uses which do little to create a good image of Monticello as one enters from this direction.

2.4.4.2 Objective

Encourage the redevelopment of this area for mixed-use purposes and as an attractive gateway to the Village and Government Center. The intersection of Jefferson Street and Government Drive should be the focal point of the gateway and be employed for some high profile public use which would serve as an attractive landmark and point of orientation for the Village.

2.4.4.3 Recommendations

1) **Zone for public service and related commercial activities.** Zone this area as a public service commercial district to accommodate various public uses which now exist (County offices, Town highway department, ambulance/community building, bus terminal, etc.) as well as highway interchange type commercial activities and transitional uses such as offices and multi-family dwellings.

2) **Use the focal point of the "Triangle" as the site for a prominent public use.** Use the south point of the triangle area as a site for a relocated Village and/or Fire Hall, County or municipal park, tastefully landscaping it, to create a garden-type setting which would include some landmark feature such as a gazebo, monument, museum site or other structure which would serve as an orientation point.

3) **Redevelop the remainder of the "Triangle."** Publicly acquire, develop and market the remainder of the area as "Jefferson Park" for a mixture of public and commercial uses, including offices, market-rate multi-family dwellings and complementary neighborhood services. Provide density and other zoning incentives, tax breaks and financial assistance to stimulate this activity. Included should be a system of sidewalk connections to Broadway, the Government Center and the Shortline bus terminal.

4) **Upgrade the appearance of the Town Highway Department.** Initiate a program to improve the aesthetics of this area by upgrading the appearance of the Town Highway Department (using more appropriate colors, for instance), and adding sidewalks, landscaping the upper level of the ambulance/community building, etc.

5) **Re-locate or shorten Government Drive.** Consider re-locating Government Drive to improve the safety of the Jefferson and North Street intersection.

2.4.5 Broadway Monticello

This area includes both sides of Broadway from Jefferson Street to Pleasant Street. It is the heart of Monticello and was once the center of commercial tourism for the County.

2.4.5.1 Present Character

The Village of Monticello has suffered with the decline of the resort hotel industry and generally poor economic conditions. This has led to visual blight not conducive to growth or economic development. Older buildings which might well be important resources to a revitalized tourism industry have been used inappropriately and allowed to deteriorate while new development has often proceeded with little regard to aesthetics or good design principles.

Photographs from the early part of this century depict a Broadway with landscaping, architectural integrity, strong visual appeal and, most importantly, people who felt comfortable in walking its sidewalks and exploring its businesses. Today much of this is lacking and as commercial development has spread out into the Town, quality has been sacrificed to expedience. This is evident in the many poorly designed storefronts which have gradually obfuscated the beautiful architecture above and it is perhaps even more evident in new development which has taken place over the last 30 years. Little or no attention has been paid to aesthetics, architecture, design, landscaping or preservation of the natural environment.

Apartments are no longer permitted uses for the upper stories of Broadway buildings and vagrancy has become a serious problem. It discourages evening visitation to shops, an activity for which Broadway was once famous. There are signs of new interest in the area and storefront vacancies are relatively limited but many buildings are poorly maintained, notoriously out-of-date or used only for day-time activities (e.g. offices). Access from parking lots is neither well-defined nor well-lighted and the lots themselves have deteriorated. Side street commercial activity is very limited and placement of signal poles along sidewalk centerlines (as well as existing overhead utility lines) detract from appearances and make it less comfortable to walk Broadway and shop than was the case a few decades ago when the sidewalks were filled with browsers and shoppers. Little effective use is made of the wide

sidewalks or traditional streetscape improvements. Benches are faced the wrong way - toward the boring street rather than the interesting people and stores. Planters are poorly designed and maintained and trees are pruned too high.

2.4.5.2 Objective

Revitalize Broadway as a center of commerce and tourism by improving and making better use of its physical infrastructure, creating incentives for new investment, encouraging the restoration of the streetscape to its historical character and providing for those activities, uses and surroundings which make the street inviting and shoppers comfortable. A combination of attractive shops, eating places, services, residences and civic institutions in a pedestrian-friendly environment are demanded along with economical uses for second-story space above stores.

2.4.5.3 Recommendations

1) **Employ design guidelines.** New buildings should be of modest size, consistent with the scale of existing buildings, and directly front on and align with those structures, uninterrupted by parking lots. Parking areas should be placed in the rear whenever possible and provide for connections with adjoining lots, rather than in the front as has been the case with some recent new development (e.g. the new pharmacy).. Accessory buildings should also be located in the rear with access from rear alleys. If placement in the rear is not possible, parking lots should be located to the side with screening from the street. Other design guidelines found in Appendices B, C and D should also be employed in reviewing and approving Broadway site plans.

2) **Relocate Village Hall.** The present Village Hall complex is crowded, difficult to access and a discouragement to the use of adjoining sidewalks. It should be removed to another location and the aforementioned "triangle" at the intersection of Jefferson Street and present Government Drive is a logical site. Pedestrian and vehicular access would be improved, a strong focal point would be created for visitors to Broadway and, if Government Drive were to be closed off, the use of North Street would be facilitated. This would have a very positive impact on Broadway from the perspective of reinforcing an understandable rectilinear street system and providing safer and more effective access to parking areas and Broadway itself. The presence of the Village Hall and associated Police Department and nighttime activity in this vicinity would also increase security for users of those parking lots.

3) **Continue Broadway Revitalization Program.** Various downtown improvement programs such as those developed by the Thompson-Monticello Comprehensive Plan Committee and through the County's Main Street Redevelopment Center (as

well as the County Industrial Development Agency) should be employed to the maximum extent possible so as to encourage facade and streetscape restoration. However, no public funding should be awarded to any improvement or restoration project which does not substantially comply with the Broadway Design Guidelines found in Appendix C hereof. A sub-committee of the Comprehensive Plan Committee should be established for purposes of reviewing and approving plans prior to authorizing the use of public funds on a project. Cooperation agreements between the County, IDA and Village should so specify.

4) **Form BID.** The Comprehensive Plan Committee should, along with the Village Board of Trustees, Broadway merchants and property owners, take the initiative to establish a Business Improvement District (BID) which can be used to manage and fund improvement projects, Broadway activities and the maintenance of facilities. This BID should be complemented by the development of architectural review standards for future building improvements within this area. The existing Sign Review Board should be given broader authority within the District and employed for the purpose of administering such standards.

5) **Reform the Village property tax to eliminate disincentives.** The Village should consider permanently exempting from taxation all additional land improvements associated with Broadway properties or taxing improvements at a substantially lesser rate than land. Alternatively, such benefits could be targeted to specific enterprises (e.g. used book and antique stores or artists' lofts). Such a program would give up no present tax revenue and not as much future tax revenue as it might seem. This is because the tax break would have the effect of substantially increasing land values in the vicinity of its application, thereby increasing taxes assessed on that land value. This is known as the "neighborhood effect." When one party improves a property not only does the value of that parcel go up but the neighborhood also becomes more attractive and valuable. Exempting improvements from taxation would also stimulate construction, job creation and Broadway commercial activity with associated economic benefits.

Exempting improvements from taxation directly addresses the fundamental problem with property taxes, that they severely penalize new investment. By permanently shifting the tax burden from buildings to land, that penalty is turned on its head and investment in improvements is encouraged as a means of spreading the overhead cost of real estate taxes. Sitting on a property for speculation purposes or letting it deteriorate gets penalized under this system. The Center for the Study of Economics in Albany and the Henry George Foundation of America recently conducted a study for the purposes of assessing whether such a system would be appropriate for the Village and as a tool to revitalize Broadway. See Section 3.0 for a fuller discussion.

6) **Zone for greater mix of uses.** Zoning for Broadway should be revised to permit a greater mix of uses along Broadway which will create interest and, thereby, shopping and other commercial activity. Additional uses which should be permitted include artists' lofts, outdoor dining, multi-family dwellings restricted to occupancy by the elderly, second-story shops and small manufacturing facilities (e.g. a craft shop or machine fabrication enterprise where all activity takes place indoors).

7) **Clean-up the gateways to Broadway.** Broadway gateways need to be dressed up with better landscaping and welcoming signage. Signage with regard to parking lot accesses also needs to be improved substantially and connections between parking areas and Broadway need to be better marked with a combination of landscaping, signage and lighting.

8) **Return Broadway to its historical character.** Streetscape and facade improvements should all focus on returning Monticello to its historical character - the way it looked just after the last turn of the century. Artificial or trendy themes outside of this character should be avoided. The following suggested streetscape plan prepared by Kenneth Goldfarb, AIA (a member of the Comprehensive Plan Committee) should be used as a model of application for the Broadway Design Guidelines found in Appendix C hereof and as an example of how to make effective use of the public space along Broadway. Other recommendations will be forthcoming as a result of the Broadway Project, a New York State funded street improvement project engendered by the efforts of the Committee and Sullivan County.

2.4.6 Rock Hill Area

This area includes the Rock Hill hamlet area plus the lake communities of Emerald Green, Lake Louise Marie, Wanasink Lake and Wolf Lake.

2.4.6.1 Present Character

Rock Hill has a small but vital commercial sector and has been attracted substantial corporate and other business park activity, including not only the Irwin Seigel Agency and Frontier Insurance operations but also the recently funded Emerald Corporate Center business park which the County is now actively developing associated ancillary activities such as Frontier's motel operation, proposed day care center and the like. The area has begun to take on an appearance more akin to the metropolitan area fringe and not unlike certain portions of Orange County which, of course, lie nearby. It also offers a somewhat higher-quality second-home and residential character than found elsewhere in the Town or County and there is much buildout potential within the four lakeside communities forming this sub-region. The table following illustrates this.

Table 2.4.6.1 - Buildout Potential of Rock Hill Lake Communities			
Community	**Lots Platted w/Roads Built**	**Lots Platted w/o Roads Built**	**Total Lots**
Emerald Green	808	296	1104
Lake Louise Marie	186	0	186
Wanasink Lake	300	0	300
Wolf Lake	200	0	200
Total	**1494**	**296**	**1790**

The 1,790 unimproved but platted lots in these four lakeside communities, if fully built out, could yield an additional population one-half that of the Village of Monticello, evening after considering that many of the lots might only be used for second-home purposes. The Emerald Green and Lake Louise Marie developments, in particular, exhibit much development potential because of the availability of public water and sewer services and their proximity to the Frontier headquarters.

2.4.6.2 Objective

The Emerald Green/Lake Louise Marie Community, being served by adequate water and sewer, should continue to build out and, as this takes place, the demand for retail and other services will increase sharply. Other than the Village of Monticello, there is no other area in the Town of Thompson better suited to become a true neighborhood type residential/employment center within the scope of the land use vision outlined in Section 2.2.1 of this Plan.

2.4.6.3 Recommendations

1) **Encourage the continued infill development of Emerald Green.** Continued residential buildout of Emerald Green should be accommodated with appropriate infrastructure improvements and building incentives where appropriate. Opportunities for home offices and telecommuting should also be accommodated in this community. As the community grows, so too will the demand for retail

services. Retail development should occur in selected nodes and be of a neighborhood retail character which could serve all three lake communities. The existing Neighborhood Commercial area in the vicinity of Exit 111 is well suited for such development.

2) **Zone this area for further development of compatible office and related uses.** The establishment of Frontier Insurance and Irwin Seigel Agency in Rock Hill clearly demonstrates that well-planned corporate offices uses are compatible with adjacent uses in Emerald Green and Lake Louise Marie. The establishment of other corporate offices and related uses in the Rock Hill vicinity will present employment opportunities for residents in the lake communities, reduce the need for travel to and from work and enhance the neighborhood development of this area of the Town. Standards which protect residents from intrusive traffic and preserve the character of the area as reflected, for example, in the beautiful tree canopy along Old Route 17, will, nevertheless, be essential to achieving compatibility.

3) **Support the development of the Emerald Corporate Center.** The further development of corporate offices in the Rock Hill vicinity should also be specifically encouraged by supporting the County's efforts to establish the Emerald Corporate Center there. It is recommended this area be zoned as a Neighborhood Commercial District with a Campus Office District overlay to ensure the scale of office development is in keeping with similar existing facilities in the area and that adequate open space is required for such developments to ensure a buffer between them and nearby residential areas. This project should be of substantial benefit to the Town and Village as well as the County and build on the excellent base established in the form of the Frontier Insurance and Irwin Seigel Insurance offices. Creating a park which will welcome other back-office operations to the area is fully consistent with the land use vision outlined in Section 2.2.1 of this Plan.

2.4.7 East Broadway and Apollo Plaza Area

Apollo Plaza constitutes another of the regional centers discussed in the land use vision. It has easy access to Route I-86 and will soon gain easy access from it as well when a new exit ramp is constructed. The landfill complex and East Broadway from the Plaza to Pleasant Street are inextricably linked to the future of this regional center and, therefore, are also discussed with it.

2.4.7.1 Present Character

This is another somewhat blighted area which has suffered from deterioration, strip development, the effects of the landfill, decline of the bungalow colony industry, over-signage and general economic decline. Apollo Plaza is poorly maintained, is set far too far back from

the highway, suffers from lack of investment, possesses a huge under-utilized and poorly maintained parking lot and is unattractive from the standpoint of decor and offerings compared to other malls and outlet centers. The landfill has created a unappealing backdrop to the Plaza, caused odor problems and attracted hundreds of seagulls to the area. The Plaza and the landfill entrance are also adjoined by some other unattractive uses which give a junky appearance to the area. Notwithstanding all this, however, there is considerable activity in the area which can be capitalized upon, the County has expressed cooperation in improving the landfill situation and the area is surrounded by some outstanding natural assets and scenic views which, if made the focus of development, could positively change its image and make it an attractive gateway to Monticello.

2.4.7.2 Objective

Redevelop this area, from Route 17 (future I-86) west along both sides of Old Route 17 (East Broadway) to Pleasant Street, into an attractive regional business and service center for I-86 travelers and other enterprises in the vicinity, upgrading its status sufficiently to warrant its use as a gateway to Broadway and the County Seat. The challenges here are much the same as those facing the Raceway area and can be met with a combination of zoning enforcement, regulatory carrots and sticks to encourage redevelopment of parcels and solicitation of new public and private investment which builds on the availability of infrastructure in this area. This area, however, demands an extra dose of County cooperation in resolving the landfill issue. Because redevelopment of Apollo Plaza is the lynchpin to the success of changing the image of this area, the County Industrial Development Agency can also play a key role.

2.4.7.3 Recommendations

1) **Zone for mixed-use at high-density.** This area of the Town and Village should provide for the broadest possible range of uses at the highest practical densities to encourage its redevelopment as an extension of Broadway. It possesses the sewer, water and transportation infrastructure to accommodate such development and already has a strip character which can only be improved by new investment. However, all new development should also be done to the highest design standard, with premiums on landscaping, improvements in signage and controlled access. Moreover, requested changes and expansions to non-conforming uses should be used as opportunities to negotiate away some of the obnoxious situations which presently exist (accumulations, excessive signage, lack of landscaping, etc.)

2) **Initiate a clean-up effort for this area.** Start the process of reversing the aesthetic deterioration of this area and re-creating its image by removing, mitigating and replacing incompatible activities and uses. This should include requiring landowners and/or sign owners to remove all non-conforming signs and junked vehicles and equipment.

3) **Provide incentives for infill development.** Encourage infill development by allowing density bonuses consistent with maintaining the scale of development found in the surrounding area. Also, work with the County Industrial Development Agency to create a steeply beneficial real property tax abatement program targeted toward businesses who locate in this area, recognizing it as a local "economic development zone."[6] Efforts should also be made to secure similar designations from the State and Federal government to make the area eligible for grant, loan and other tax incentives. The County should also be requested to offer special incentives for businesses who locate in this area as an off-set for the negative impacts of the landfill in attracting new investment. Such incentives might include sharply reduced tipping fees at the landfill, bonus points for County grant programs, Economic Development Partnership assistance in directly marketing business properties, sales tax reductions and other similar devices.

4) **Redevelop Apollo Plaza.** Apollo Plaza's huge parking lot presently serves as a distraction to the mall itself. It is not maintained and creates an ugly chasm between potential customers and the traveling public. It should be completely redesigned and the County IDA, as the landholder in this instance, is in a position to encourage this. A small portion of the front is presently used for offices but there is a great deal of additional land which could be developed without encroaching upon the parking needs associated with the plaza. Ideally, this would include a combination of offices, residences and other retail enterprises which would put some additional customers at hand and pull others in off the highway. The plaza is presently set so far back from the highway that the view, of a person facing it, is immediately drawn to the landfill behind and not the shops. Developing the front, particularly along the road would help to shield the view of the landfill and with a proper entrance still lead travelers into the complex and the Plaza. The present parking lot is large enough to accommodate one or more interior streets lined with offices, shops and apartments and if run parallel to Old Route 17 and the mall structure would take the emphasis off the landfill.

5) **Address landfill issues.** The County briefly considered and has since rejected a plan to privatize the landfill which would have tremendously increased its scope and prominence. It continues to import out-of-County garbage, however, to help spread landfill overhead costs and support other operations of County government. The Comprehensive Plan Committee has taken a detailed position on this matter which speaks for itself and is found as Appendix H of this Plan. There are, however, three actions which the County can take in regard to the landfill operation, that will help

[6] The program can be designed to fit IDA criteria by establishing pre-requisites for designation of such areas such that other sections of the County facing similar conditions could also qualify, but it must be recognized this area is particularly impacted by the County landfill and is, to a large extent, in a class by itself in terms of image problems.

to realize a redevelopment of this area.

- **Redevelop the landfill entrance.** The first is to acquire the properties on both sides of the present driveway onto the site for purposes of designing and constructing an attractive and high-quality entrance to the landfill - one which will serve as a model of what landscaping and good design can achieve to minimize the impacts of a high-impact use. It should include, not only an attractive fence and gate, but also a quality ground sign and landscaping with effective tree buffers close to road which will generally shield views of the landfill.

- **Create tree buffers behind and along the edge of the Apollo Plaza.** Fast-growing tree buffers should also be planted behind the Apollo Plaza and along the borders of this development, to shield the view of the landfill from, not only mall customers, but also the traveling public.

- **Develop an adaptive re-use plan for the old Village as well as the present landfill.** The Village and Town should take the initiative in cooperatively engaging the County in a discussion of long-term plans for the landfill properties. They are ideally suited to certain recreation uses, as the experiences of other communities (e.g. Westchester County) have demonstrated and this type of use would pay benefits in terms both of meeting local recreational demand and attracting grants which could be used to make long-term improvements to the landfill properties. The County Division of Planning and Community Development could be of great assistance in leading these planning efforts once initiated by the Town and Village.

3.0 Economic Development Plan

The Sullivan County Legislature, in late 1997, adopted an Economic Development Strategy which was prepared concurrently with much of this comprehensive planning effort and involving many of the same interested individuals and organizations. The Town and Village are, of course, big players in terms of economic development within the County and, consequently, many of the observations and recommendations made in that Strategy are applicable to the two municipalities. Those which are significant to Thompson and Monticello are incorporated or summarized below:

- **Sullivan County has a very bright future ahead of it.** Despite difficult transitions in the resort industry on which its economy has been traditionally based, it still possesses all the remarkable natural values which have attracted tourism and other industries. It has a strong and vital agricultural base, an emerging office sector and tremendous potential as a second home area. It offers a very competitively priced high quality labor force, fiber optics telecommunications capabilities and relatively low-cost energy sources. Above all, it offers a superb location to reach all of the northeast United States and eastern Canada - a prime area for distribution, regional office and specialty businesses supporting metropolitan-based firms. There are problems to overcome but they are being addressed. Property and other taxes, for instance, are often cited as an obstacle to economic development but they are partially offset by low housing prices. They are also mitigated by the New York State STARS program which lowers the school property tax burden 27% to 42%. The image problem, while significant, is being addressed by Sullivan First and the County's various aesthetic improvement initiatives, including the very successful Main Street Redevelopment Center.

- **The Partnership and IDA should develop an aggressive site listing and marketing program.** This should include the preparation and distribution of marketing pieces for individual business properties and industrial parks in private ownership, especially those in the vicinity of Apollo Plaza. It is critical that available business properties be marketed on a professional basis and in direct conjunction with economic development efforts relating to this area of the Town.

- **Business prospects should be targeted through solicitation efforts focused on Sullivan County's particular marketable advantages.** These include location. lower worker turnover rates, lower costs of doing business, telecommunications capabilities, financial incentive, educational resources, transportation links, high quality of life and the high quality natural environment and rural character of the area. Sullivan County is, for example, ideally suited, by virtue of its proximity to New York and its lower costs of doing business, to accommodate enterprises serving the metropolitan market in a support capacity. These include back-office operations, advertising and graphics facilities, small tool and tie manufacturers and many others. Likewise, the plentiful supply of high-quality hardwoods in the County makes it (and the Town of Thompson) a natural location for wood products industries, ranging from harvesting of logs for export to finished products. The Partnership should continue to develop and refine this list and then aim its marketing efforts directly at these businesses. Tax-incentive programs which substantially exceed Section 485-b benefits should be developed by the County IDA and complemented with favorable Town and Village zoning provisions to accommodate these particular industries. They should, in combination, effectively make

Sullivan County the place to go if one is in one of those businesses.

- **Sullivan County (including Thompson and Monticello) must be rebuilt from the ground up as a resort area.** The County has always been a resort area and for very good reason - it offers the natural assets and proximity to the metropolitan market which a tourist destination requires. Over the years, unfortunately, the Sullivan County Catskills evolved into what was largely a collection of self-contained resorts. Tourists came not so much to visit the area as they did the Concord or some other large hotel. The promotion of the County as a resort area slipped as a consequence. The demise of most of those hotels has been going on for many years with the resulting deterioration of much of the local economy. While there appear to be some turn-arounds on the horizon (e.g. the recent sale of the Concord) and legalized gaming may serve to enhance the prospects for reviving the hotel business, it is unclear if, when and how it would take place.[7] The County, Town and Village must continue to move forward with other measures to bolster the industry and literally rebuild it from the ground up, establishing the Sullivan as a resort area built upon on family-recreational, cultural and natural tourism.. The Town of Thompson has a diverse offering of such opportunities. The Neversink Gorge, the Mongaup and other special features such as under-utilized Holiday Mountain must be marketed more intensely so as to create an appealing family recreation atmosphere. The Neversink River, for example, supports a rare form of mussel found only in the cleanest of streams and is classified by the Nature Conservancy as one of the "75 Last Great Places."

- **The Town of Thompson is the logical site for a County convention center.** A serious effort to reclaim convention business the County once possessed and which was so valuable to hotels like the Concord, requires a study to test the financial feasibility of a convention center for the County. Such a study should further consider the feasibility of a smaller conference center or civic center and other variations on the convention center concept which could provide a base from which to grow. The most logical location for such a center is, of course, the Town of Thompson. It offers the hotel rooms and convenience of location which conventions require.

- **The Village of Monticello should consider shifting to land value tax as an incentive to encourage investment in homes and businesses.** Property taxes, as they are now applied, are a fundamental problem in trying to encourage development in the Village. This is because they severely penalize new investment in property improvements. If that tax burden were shifted from buildings to land, however, the penalty would be turned on its head and investment in improvements encouraged as a means of spreading the overhead cost of real estate taxes. Sitting on a property for speculation purposes or letting it deteriorate would instead be penalized under this system, because the taxes would be the same regardless whether or not the property was put to work. Many communities in Pennsylvania have had success in attracting new development and in revitalizing depressed areas by employing this land tax concept. The resulting increases in overall activity and favorable impacts on neighborhoods, in turn, have substantially increased the value of the tax base. Exempting improvements from taxation in New York State would pay an additional benefit in that it would also stimulate commercial activity and produce added sales tax revenues for local government. This method of taxation also encourages infill of downtown areas rather than costly strip development. It is a concept the

[7] Legalized gaming is endorsed by the Committee but is not viewed as either a panacea or a substitute for comprehensive planning and broad-based economic development efforts.

Committee thought might work well for the Village and, as part of this comprehensive planning program the Center for the Study of Economics and the Henry George Foundation of America were requested to conduct a study regarding how a land tax would impact the Village. The details of that study, "Land Value Taxation in the Village of Monticello," have been released in a separate report Some of the key findings are as follows:

1) **The present tax yield (Village, Town, School and County) from Village properties is 27% from land and 73% from buildings and this discourages improvements.** Some 1,451 of the 2,284 Village properties are residential, 371 are commercial and 439 are vacant with 205 or 47% of this last group being owners with addresses outside Monticello. Significantly, the commercial properties, with only 26% of the land value, represent 43% of the total taxable value. Vacant properties represent over 7% of the land value but only 2% of the total taxable value and, therefore, are getting a cheap ride with no incentive to make new investments. Residences account for 51% of land value and 48% of total taxable value. Clearly, the commercial activities, which establish the image of the community to visitors, are paying more than their share of taxes. Moreover, if they improve the Village by building a new building, putting on an addition or fixing up their property their taxes will go up further.

2) **If the Village shifted to a land-based tax system (with all taxing jurisdictions cooperating) owners of vacant property would pay significantly more taxes, residential properties would initially pay slightly more, and commercial properties would pay significantly less.** If the tax base was immediately shifted to one 50% dependent on land and 50% on buildings (a much more gradual shift is actually recommended) some 600 residential properties would pay less and 851 would pay more. Overall, there would be an average increase to residential owners of $22 per year in Village tax and $50 for all combined taxes. The commercial properties would pay an average of $1,177 less in total taxes. Over the long term, however, the substantial incentives to improve commercial properties would increase land values in those areas and the commercial tax base such that residential property owners would pay a smaller proportion of taxes. This is one reason for a 10-year graduated introduction of the concept, allowing time for it to work in favor of residential properties.

3) **Land value taxation would offer many advantages to the Village.** It would cost nothing to implement the idea beyond some initial computer software and accounting changes. Everyone would have an incentive to improve their property and thereby enjoy a tax break. The land tax is unavoidable and, therefore, would be a very stable source of revenue. Taxing land more than buildings would also discourage speculation and, thereby, also urban sprawl because property owners would have compelling reasons to do something productive with their higher-valued properties in the Village. Finally, the land tax would stimulate economic activity (as much as 18% in new construction for every 1% of tax shift according to some studies) producing more jobs, higher incomes and a more attractive healthy looking community.

The study provides details on the impact of a land value taxation system on the Village as well as each property and stresses the importance of gaining the cooperation of all taxing jurisdictions. It requires further analysis and the Village should work with the Foundation to explore its applicability to Monticello.

4.0 Circulation Plan

The circulation system within the Town and Village has both influenced and been influenced by land use. Consequently, several transportation issues have been discussed in the context of land use recommendations offered earlier. However, there are some key features of the system which bear further discussion. An overview of the system and recommendations follows:

Streets and Highways

Streets and highways are usually classified by function. These categories are described below.

- **Expressways.** Expressways are limited access roads intended to service regional traffic typically making lengthy trips. However, depending on the frequency of interchanges, some expressways are often used for local trips. Route 17, soon to become U.S. Interstate Route 86 (I-86) traverses the Town in an east-west direction. This highway provides the area's principal link with the New York City metropolitan area, the remainder of the Interstate system and Binghamton as well as other locations. It is operating well below capacity, but with the increased attention as I-86 and improvements in the Parksville area, its use should increase significantly in future years.

- **Arterials.** Arterials are designed to provide for regional through traffic, generally to go from one area of a region to another. The main arterials in the Town are Old Route 17, Route 17B and Route 42. All are in relatively good condition, but Route 17B may face substantially increased traffic in the future as development in connection with and in anticipation of a permanent recreational attraction at the former Woodstock Festival site. New commercial activity is already beginning to take place in this regard and the Town should join together with the Towns of Bethel and Cochecton and the New York State Department of Transportation to conduct a corridor study of this route so as to be in a position to deal effectively with any future highway improvement needs before development has made the cost prohibitive. Route 42 is already, with the cooperation of the Village and Town, undergoing or scheduled to undergo substantial improvements in the areas of Broadway (see discussion below), Pleasant Street and the north side of Exit 105 of Route 17. Old Route 17 faces some congestion along East Broadway during the summer and this situation is aggravated at the west end by truck traffic to the landfill but a planned new exit ramp should help to alleviate this situation.

- **Major Collectors.** Collector roads are designed to carry traffic to and from arterials, generally "collecting" traffic generated by adjoining neighborhoods or other concentrations of development. The following highways are defined as major collectors in this report:

  - Co. Road 45 (Sackett Lake Road Rd)
  - Co. Road 102 (Cold Spring Road)
  - Co. Road 107 (Old Liberty Road)
  - Co. Road 161 (Heiden Road)
  - Town Road 82 (Thompsonville Road)
  - Co. Road 58 (Glen Wild Road)
  - Co. Road 103 (Anawana Lake Road)
  - Co. Road 109 (Kiamesha Lake Road)
  - Co. Road 182 (Concord Road)

Generally, the major collector roads traversing the Town are rural in nature and operate well below capacity. Where traffic is congested (e.g. around the Frontier headquarters) it is only so for very short periods and experience has demonstrated that non-construction improvements such as staggered opening and closing times are most effective in resolving the problems.

Other roads. The remaining roads in the Town may be classified as minor collectors or local roads. Minor collectors are local roads that funnel traffic from local roads to major collectors and back. Local roads are used to access individual properties and private drives and are, generally, not utilized for through traffic. These roads operate well below capacity in almost all instances. The Katrina Falls Road does get heavy use at the north end during Frontier's closing hour and High Street within the Village gets some added traffic from time to time as an alternative route through Monticello but does not operate below Level of Service C, based on recent traffic studies done in conjunction with the Stewarts Shop.

Railways

The nearest freight and passenger rail service for residents is found in either Middletown and Port Jervis. The Port Jervis line of Metro-North Commuter Railroad operates between Port Jervis and Hoboken Terminal in Hoboken, New Jersey. It is connected to lower Manhattan by the Port Authority Trans Hudson tube (PATH). There is also a Middletown station located in the Town of Wallkill just east of the City. A rapid rail transit study is now underway by New York State to evaluate the potential for a high-speed (60+mph) rail connection from the Catskill's to New York City. Reportedly, the analysis will consider a potential terminus in Monticello and if such an infrastructure project were eventually to proceed forward it would have far reaching consequences for both the Town and Village. It would stimulate much commercial development and clearly help the area economically. It could also, however, open the County up to more suburban residential development and, because residences almost never pay there own way, lead to a rise in real estate taxes. Sullivan County would, arguably, become more like Orange, Rockland and Westchester Counties with much greater economic opportunities combined with higher costs of living.

Bus Service

Shortline Bus Company, operating from a modern terminal adjacent to the County Government Center, provides bus service along the Route 17 corridor, around the Route 42 - Route 52 loop back to Route 17 and to the Fallsburg-Woodridge-Mountaindale area on a regular basis. It also serves Sullivan County Community College and runs to Ellenville along Route 209. Most of those services are concentrated in the early morning, afternoon and early evening periods. Sullivan County recently completed and adopted a Rural Public Transportation Coordinated Service Program ("RPTCAP") plan which provides for enhanced coordination of existing transportation service delivery systems. It calls for the incorporation of several existing senior shopping services into the public system and this should result in the addition of new trips and opening up of these services to use by the general public. Shortline Bus Company will, using three 24-passenger vans, assume responsibility for providing these services now provided by SCT. The same three vehicles which will be used to provide these services will also be used during off

hours to provide additional trips around the existing Monticello-Liberty-Fallsburg loop, expanding the frequency of service during both the mid-morning and evening hours. Service will be upgraded by adding new runs to provide more frequent connections to the College, better service from the College to Monticello and more evening service in general. Daily enhanced service will also be provided between Wurtsboro and Monticello to gill a gap in westbound schedules and offer better working and shopping opportunities in Monticello. Additional daily enhanced services will be provided in and around Monticello. This service will be designed to both provide better service within the County Seat and more importantly, to provide connection to the Shortline terminal in Monticello which would become the hub for which it was originally designed. New stops in and around Monticello will include Housing Authority projects, BOCES facilities and major work-sites. Additional formal bus stops should incorporated along Broadway as part of the Broadway Project discussed below.

Airline Service

Scheduled airline service from Stewart International Airport was initiated in 1990 and has since been expanded. Other airline service is available at the Sullivan County, Westchester and Dutchess County airports as well as the three major Port Authority operated airports: Newark International, Kennedy International and LaGuardia. There are no pressing needs in this category from the standpoint of the Town and Village.

Broadway Reconstruction ("Broadway Project")

This comprehensive planning project included development of a proposed streetscape plan for a portion of the north side of Broadway and in 1997 the plan was included in a collection of projects submitted to the Governor through the efforts of the County Legislature and the Town of Thompson Supervisor. As a result, it caught the attention of New York State Department of Transportation officials who, at the Governor's direction, then approached the Village about doing a joint project which would include the reconstruction of Route 42 along Broadway as well as certain other streetscape improvements suggested in the Committee's plan. Engineering and planning are now underway and the project will extend 0.6 miles, from Jefferson Street east to Pleasant Street. Deteriorated pavement sections will be replaced with new full-depth asphalt concrete pavement. Four existing traffic signals will be modified, including selected timing and phasing revisions to increase capacity. Additionally, the signals will be coordinated to enhance traffic flow. The rehabilitated roadway will retain the current four travel lanes (two in each direction) plus curbside parking lanes on each side. The parking stalls will be redesigned to facilitate parking maneuvers and reduce delays to through traffic. Alternative lane configurations, including a three-lane section with a center left turn lane, were determined to not be capable of providing adequate capacity.

The area is tourist oriented, of course, and experiences high traffic volumes and pedestrian activity. Additionally, Broadway serves a regional function as a through street for motorists with origins and destinations outside the downtown. The Broadway Project will facilitate the economic development in the Village of Monticello by enhancing travel to the downtown retail section, improving pedestrian access to adjacent retail and commercial developments and providing for smoother curbside parking movements.

Broadway consists of four travel lanes plus curbside parking lanes on each side. There are 10 intersections, five of

which are signalized along the study route. The street is flanked with wide sidewalks of variable materials and conditions with very steep slopes in many areas. Traffic conditions vary by season with the summer tourist season experiencing the highest volumes. Traffic flow is hampered by the traffic signals, which are not coordinated, parking maneuvers and turns. The three-year period from 1994-1998 experienced 188 accidents which is consistent with a 1991-1993 study which found 205 accidents. Most accidents involved parked or parking vehicles and it was determined that angled parking, desired by some merchants, would only worsen this situation. Instead, the plan calls for short spaces on both ends of every two spaces to facilitate movements in and out of the spaces. Vacant lots along Broadway are also proposed for use as extensions of on-street parking areas and to lead shoppers to other larger parking areas in the rear of stores.

The Broadway Project will also include extensive emphasis on landscaping improvements, replacement of existing street trees, signage, designated bus stops and other streetscape features designed to complement an existing Broadway Revitalization Program which is outlined in Appendix C and being assisted by the Sullivan County Main Street Redevelopment Center. These improvements will also serve to implement some of the facade renovation and streetscape ideas advanced in the Committee's streetscape plan as well as to restore the historical integrity of Broadway.

5.0 Community Facilities Plan

Community facilities, much like circulation issues, have been discussed in combination with land use recommendations offered earlier. Moreover, the modest growth of the two municipalities over the last 15 years, following a spurt of activity which generated various infrastructure improvements, has left both the Town and Village in reasonably good shape with respect to most community facilities and services. Fully 50% of the Town as a whole and virtually all of the Village is served by public sewer and water services, for example. The following are specific areas where improvements are still needed.

- **Expand the Public Library at its existing site.** The present library, located at the western end of Broadway next to the new pharmacy, lacks good access and needs to expand. It has considered various alternative locations but each of these would have removed it from Broadway and taken away valuable pedestrian activity. It is suggested instead that the Library expand at its present site by developing a proper vehicular access off Lincoln Street. Ideally, it should have been accessible from the pharmacy parking lot but regrading appears to have eliminated this option. Alternatively, the Library could relocate to the Triangle, the Village parking lot adjacent to the Neighborhood Facility or to the former Shortline lot on the south side of Broadway. It should, in all instances, be used as a focal point to draw the attention of Broadway customers and travelers, with direct pedestrian connections to the street so as to continue to contribute to activity on Broadway. Design should emphasize the public institutional aspect of the facility. It should be both prominent and inspiring as a building.

- **Move the Village Hall to the triangle and make it the focal point of redevelopment of that area.** This recommendation has been addressed earlier in discussions of the Jefferson Street Gateway but it is worth noting this concept is not only appropriate as a revitalization of that area but also to address severe deficiencies with the existing Village Hall. It is largely pedestrian inaccessible due to parked vehicles along Pleasant Street, lacks adequate parking and is poorly designed from the standpoint of public convenience or providing the services it offers. A new facility constructed with Federal funds, which may be provided as a result of the Pleasant Street reconstruction project, would remedy these problems and it could be designed to also encompass Town offices in anticipation of some future consolidations of services.

- **Reduce costs of government through consolidation of services.** The Sullivan County Economic Development Strategy indicated there is potential to substantially reduce the cost of local government and, thereby, the property tax burden, in Sullivan County through consolidation of municipal services. New York State is unusual in that it still possesses individual town assessors and Justice Courts abolished decades ago in Pennsylvania, for example. Services such as these could clearly be combined in some instances or the County could provide certain services. Various services could also be considered for privatization and the Town has pursued some of these on its own (e.g. the operation of Holiday Mountain).

  No one should be under any illusion, however, that such consolidations are easy. Every office, service and program has a political constituency and while many favor consolidation of government in general, few offer up their office, their service or their program to be consolidated. It is a subject demanding thorough study

and extensive consideration. Getting action may even require financial incentives and the County Legislature has formed a Study Commission to explore these possibilities in a serious but deliberate manner. Within the Town and Village, there are additional possibilities for consolidating services in the areas of the courts, code enforcement, highway maintenance and recreation services. The Village serves a valuable function at present because it offers significantly more infrastructure than many parts of the Town, provides police services and offers a base from which to pursue a land value taxation system.

As the Town grows, however, and more of its residents are served with the same infrastructure and services, such that the advantages of being in the Village are substantially diminished, the need for a separate government may not be so obvious and full consolidation of the two units of government may be appropriate. However, to do so now would be ill-advised because Village residents are presently getting services (e.g. police protection) that the Town would find difficult to finance without creating a separate taxing district for the Village. Moreover, the Town would lose valuable extra revenue from the Village for which it presently has to provide few, if any, services and this would create a very difficult situation to resolve without negatively impacting the non-Village residents who would ultimately have to support provision of services to the former Village area of the Town. Clearly, the dynamics of consolidation require some parity of services between the Town and Village for the concept to be practical. That situation may well occur in the next 10-20 years but does not exist at present. Consequently, it is recommended the Town and Village Boards form their own joint study commission, to be composed with a majority constituted of Board members, for the purpose of identifying consolidation possibilities and implementing recommended changes. It is further recommended that this commission identify the baseline conditions which would have to exist for full consolidation of the two governmental entities at some point in the future, if feasible.

6.0 Summary of Recommendations

The following is a summary of key recommendations of this Plan for purposes of implementation. "TMCPC" refers to the Thompson-Monticello Comprehensive Plan Committee and "PB" refers to Planning Board. "All Boards" refers collectively to Village and Town Planning Boards, the Town Board and Village Board.

Table 6.1 - Plan Recommendations, Implementation Schedule

No.	Summary Description of Recommendation	Sections	Date	Responsible Party
1	Protect Town natural features mapping and incorporate into County GIS system.	1.2	2000	TMCPC
2	Enact recommended zoning district changes.	2.3, 2.4.1.3, 2.4.2.3, 2.4.3.3, 2.4.4.3, 2.4.5.3, 2.4.6.3 & 2.4.7.3	2000	TMCPC All Boards
3	Consider using Official Map to establish connecting streets from Route 42 to Rock Ridge Lane.	2.4.1.3	2002	Town Board
4	Enact zoning revisions to treat non-conforming use changes and expansions as Special Uses.	2.3.1.5	2000	All Boards
5	Update subdivision regulations and revise street standards to better preserve natural features.	2.3.3.1, 2.3.3.2 & 2.3.3.3	2000	All Boards
6	Develop and enact new design review criteria for major impact uses.	2.3.5.4	2000	All Boards
7	Establish detailed landscaping standards for new commercial uses.	2.3.3.3 & 2.3.5.5	2000	All Boards
8	Establish new street parallel to Route 42 and other street improvements vis-a-vis Monticello Mall	2.4.1.3	2001	Town Board
9	Initiate targeted clean-up programs for Monticello's gateways (Raceway area, Jefferson Street & E. Broadway)	2.4.2.3, 2.4.5.3 & 2.4.7.3	2000	Town Board Village Board

Table 6.1 - Plan Recommendations, Implementation Schedule (continued)

No.	Summary Description of Recommendation	Sections	Date	Responsible Party
10	Solicit the proposed County Convention/Conference Center to the Raceway area.	2.4.2.3 3.0	2002	Town Board Village Board
11	Establish clustered housing and other development incentives for preferred forms of development.	2.4.3.3	2000	All Boards
12	Lobby DOT to upgrade Exit 102 off Route 17 (I-86) to provide better access to the hospital and related uses.	2.4.3.3	2001	Town Board
13	Solicit additional health care and retirement industries to the Harris area.	2.4.3.3	2001	Town Board TMCPC
14	Develop the focal point of the "Triangle" (Jefferson/Gov. Drive) for a prominent public use.	2.4.4.3	2001	Village Board
15	Redevelop remainder of the "Triangle" for public and commercial uses.	2.4.4.3	2002	Village Board
16	Upgrade the appearance of the Town Highway Department building.	2.4.4.3	2001	Town Board
17	Relocate or shorten Government Drive.	2.4.4.3	2002	Village Board
18	Continue Broadway Revitalization Program and employ Broadway Design Guidelines.	2.4.5.3	1999	Village Board
19	Relocate the Village Hall to the "Triangle."	2..4.5.3& 5.0	2002	Village Board
20	Form Business Improvement District.	2.4.5.3	2001	Village Board
21	Reform Village tax system to incorporate land value taxation system.	2.4.5.3	2001	Village Board
22	Encourage continued infill of Emerald Green with zoning incentives.	2.4.6.3	2001	Town PB Town Board
23	Support development of the Emerald Corporate Center by the County.	2.4.6.3	2000	Town Board
24	Encourage continued infill of East Broadway with zoning incentives.	2.4.7.3	2000	All Boards

Table 6.1 - Plan Recommendations, Implementation Schedule (continued)

No.	Summary Description of Recommendation	Sections	Date	Responsible Party
25	Redevelop Apollo Plaza for additional mixed uses.	2.4.7.3	2002	Village Board
26	Lobby County to redevelop County Landfill entrance.	2.4.7.3	1999	All Boards
27	Lobby County to provide tree buffers around landfill and discontinue importation.	2.4.7.3	1999	All Boards
28	Work with the County to develop an adaptive re-use plan for landfill properties.	2.4.7.3	2001	All Boards
29	Work with the Partnership to help market industrial sites in the Town and Village.	3.0	2000	TMCPC All Boards
30	Target market to business prospects suited to the Town and Village	3.0	2000	TMCPC
31	Work with County agencies to rebuild tourism base on family-recreational and cultural draw.	3.0	2001	TMCPC
32	Work with Bethel, Cochecton and NYSDOT to conduct a transportation corridor study of Rt. 17B.	4.0	2001	Town Board Town PB
33	Incorporate bus stops into Broadway Project design.	4.0	1999	Village Board
34	Expand the public library at its existing site or provide direct connection to Broadway.	5.0	2000	Village Board Village PB
35	Create joint study commission to pursue consolidations of services.	5.0	2000	TMCPC Town Board Village Board
36	Enact other recommended zoning updates relating to site plan review, parking, traffic, open space design development and signs.	7.0	2000	TMCPC All Boards
37	Utilize Hamlet Design and Rural Development Guidelines and Site Plan Review Checklist to review site specific projects within the Town and Village.	7.0	1999	Town PB Village PB
38	Implement recommendations of the Neversink 21st Century Plan.	7.0	2001	Town Board

7.0 Appendices

The following Appendices are attached in support of the preceding Plan, provide additional detail as to recommendations and are offered for purposes of aiding in implementation:

A - Public Hearing Comments

B - Recommended Zoning Law Revisions

- **1 - Proposed Districting and Revised Schedule of Regulations**
- **2 - Non-conforming Use Provisions**
- **3 - Site Plan Review Procedures and Standards**
- **4 - Landscaping Standards**
- **5 - Parking and Traffic Standards**
- **6 - Open Space Design Development Recommendations**
- **7 - Proposed Sign Regulations**

C - The Broadway Project Design and Program Guide (published separately)

D - Hamlet Design Guidelines (New York Planning Federation publication)

E - Rural Development Guidelines (New York Planning Federation publication)

F - Neversink 21st Century Plan (published separately)

G - Recommended Site Plan Review Checklist

H - Landfill Position Statement

APPENDIX A
Public Hearing Comments

Monticello Village Hall - July 30, 1998

Two public hearings were held during the preparation of this Plan. One took place on July 30, 1998 at the Monticello Village Hall and the second was convened at the Thompson Town Hall on August 31, 1998. Approximately 25-30 persons attended each session. One hour presentations of background data and Plan concepts were made by Comprehensive Plan Committee Chairman William James and consultant Thomas J. Shepstone, AICP. Comments were then recorded on large tablets and are listed below. They reflect only the opinions of those persons who made them and should not be construed as Plan recommendations or the opinion of the Committee.

1. Consumer prices in the area are too high and the Plan should encourage the development of competitive retail enterprises.

2. It is critical to coordinate planning with the New York State Department of Transportation insofar as activities connected with the I-86 designation for Route 17.

3. Wetlands limit new development in the Village and need to be considered in planning.

4. Sullivan should not be allowed to become another Rockland County in terms of over-development and traffic.

5. New development should take place behind existing commercial strips and not further along them.

6. Trees and green spaces along the major highways need to be protected.

7. Tree removal in connection with new development should not occur without advance permission and site plan approval.

8. Apartments along Broadway can become slums and present serious problems.

9. Lofts for artists are a potential economical use for upper stories of Broadway buildings.

10. Handicapped access is a serious limiting factor for making economic use of upper stories on Broadway.

11. Better transportation between Thompson and Monticello and the metropolitan area is required.

12. High property taxes are a strong disincentive to economic development and Broadway revitalization.

13. Services of Town and Village government need to be consolidated to help reduce property taxes.

14. Putting too much high-density development in the Village could have a negative impacts on the quality of life.

15. Households and businesses who could make use of abandoned or about to be abandoned buildings need financing and could benefit greatly by a homesteading type program if one could be developed.

16. Properties abandoned for taxes should be evaluated for their potential public uses and/or economic development purposes prior to be sold at auction.

17. The Town and Village both possess tremendous human potential which should be considered in formulating plans.

Thompson Town Hall - August 31, 1998

1. The Northeast and Northwest corners of the Lanahan/Concord Road and Route 42 intersection need to be included in the Kiamesha Regional Center concept.

2. Zoning boundaries shouldn't stop at roads. Both sides of roads should, in most instances, be zoned in the same fashion.

3. When older poorly landscaped existing uses are proposed for modification, Planning Boards should use this as an opportunity to ask for better landscaping.

4. The County Landfill entrance needs major aesthetic improvements.

5. East Broadway accesses need to be controlled much better for safety purposes.

6. The Apollo Plaza should be re-developed to take advantage of its much oversized parking lot, by adding new stores.

7. The condominium development on Kiamesha Lake should be considered as a potential office complex.

8. There is a great need within the Town and Village for more trails and connections with other trail systems.

9. Abandoned building and housing problems need addressing.

10. The "triangle" area bounded by Jefferson Street and Government Drive should be considered for

development of an office park or mixed-development uses such as offices combined with apartments.

11. Additional public transportation services are critically needed within the Town and Village.

12. Parking in the rear yards of building lots presents many safety problems and won't, as a practical matter, work as intended. Front yards should be used for parking but heavily landscaped to deal with the aesthetic and safety problems.

13. Enforcement of regulations is a critical problem with respect to following through on site planning approvals. Penalties for not meeting special use approval conditions are needed.

14. Density bonuses should be considered as a device to encourage infill and other off-road development as compared to strip development. Public road frontages could be increased and interior road frontages reduced, for example, to provide incentives for developers to construct new roads.

15. New roads should not be over built. Narrower roads can save construction costs, reduce maintenance expenses and preserve more landscape. Emerald Green is a good example of narrower pavement widths (16'-18') serving adequately to move residential traffic.

APPENDIX B
Recommended Zoning Law Revisions

1. Proposed Districting and Revised Schedule of Regulations

The Comprehensive Plan sets forth various recommendations for zoning changes with regard to districting and allowed uses. These are summarized on separately published draft zoning maps and schedules which are merely a starting point for further discussions with the respective Planning Boards. The district and schedule changes need extensive review by these bodies before being included in the package of zoning amendments to recommended to the Town and Village Boards.

2. Non-conforming Use Provisions

Changes and additions to non-conforming uses should be handled as Special Uses rather than by attempting to set up some arbitrary limits or standards. Treating these activities as Special Uses offers flexibility and the ability to judge proposals on their merits, recognizing that some non-conforming uses present relatively few problems and can be expanded with little or no impact on the neighborhood while others may be nuisances and should not be expanded at all. The following language is recommended for both municipalities.

§ 126 - 19. Nonconforming Uses and Structures.

A. Rights to Continue Nonconforming Uses.

(1) A use, building, lot or structure lawfully in existence as of the effective date this law and non-conforming with it or any subsequent amendment may be continued, except as otherwise provided herein with respect to specific uses. Upon request, the Code Enforcement Officer may issue Certificates of Non-Conformance to owners or operators of bona fide non-conforming uses, buildings or structures who desire confirmation of their rights hereunder.

(2) It is the purpose of this Section to limit the injurious impact of non-conforming uses, buildings, lots and structures on other adjacent properties within a particular district and the community as a whole, while recognizing that alterations, continuations and extensions of non-conforming uses, buildings or structures may not be contrary to the public interest or the general purpose of this Zoning Law, when failure to allow such alteration, continuation or extension would itself lead to neighborhood or district

deterioration.

(3) It is further the purpose of this Section to set forth those standards which are to be applied by the Town in determining the reasonableness of proposals to alter, continue or extend a non-conforming use and to establish when Town review and approval shall be required for such actions.

(4) The protections extended by this Section to existing non-conforming uses, buildings, lots or structures, commonly known as "grandfathering", shall not extend to any non-conforming activity occurring subsequent to the effective date of this law, as amended.

B. Normal Maintenance and Repairs.

(1) Normal maintenance and repair activities, such as painting, replacing a roof or fixing gutters, shall be permitted. Also permitted are alterations, such as adding or removing windows, and interior renovations that do not structurally alter buildings, add living areas or result in extended or increased non-conforming use of a building, lot or structure.

(2) Increases in outside storage or display of retail or wholesale inventory, which in the ordinary course of business would be sold within one year, shall be permitted, junkyards excepted, provided they do not eliminate parking spaces, unoccupied open spaces or accesses required by this law. Notwithstanding this provision, however, the Planning Board, in reviewing any Special Use application for expansion or upon determining, with respect to any present use, that a condition exists which requires remedies, may establish limits on such storage or display or require removal of inventory (altogether or to another location on the site) to preserve adequate sight distances and residential buffers or otherwise protect public health, safety and welfare.

C Restoration, Reconstructions or Re-establishment.

(1) If less than 75% of the floor area of any non-conforming use, building or structure is damaged, it may be restored or reconstructed within eighteen (18) months of the date of the damage, with an extension in time allowable where proven necessary to the Planning Board. If more than 75% is affected, then the replacement or reconstruction shall be permitted by Special Use permit.

(2) A non-conforming use, building or structure may be re-established within a period of twelve (12) months after it has been discontinued or vacated, with an extension in time allowable where proven necessary to the Planning Board.

(3) A non-conforming use, building or structure shall be considered abandoned under the following circumstances:

(a) The intent of the owner to discontinue the use is made obvious by the posting of signs, boarding up of windows, failure to pay taxes or assessments or other measures which

demonstrate the enterprise is going out of business or the use is otherwise ending; or

(b) The building has not been occupied for two (2) years or more; or

(c) The non-conforming use has been replaced by a conforming use or changed to another use under permit from the Town; or

(d) The equipment and furnishings used in furtherance of the non-conforming use have been removed from the premises.

(4) The Code Enforcement Officer, on determining these circumstances exist, shall, by certified mail, so notify the property owner of record, informing the owner the use is considered abandoned and may not be re-established once a period of twelve (12) additional months has expired. If an owner cannot be reached through the mail, the Code Enforcement Officer shall publish the notice once in a newspaper of general circulation in the Town and the owner shall be presumed to have been notified.

D. Changes and Additions.

Excepting for activities provided for in Sub-Sections B and C above and accessory uses, all changes and additions to non-conforming uses shall be considered Special Uses, and permits for alterations, changes in use or additions shall be granted only after a determination by the Planning Board that the following conditions have been, or will be, satisfied.

(1) There shall be no expansion in the amount of land area outside a non-conforming facility which is used for storage of materials, supplies and/or products, excepting with respect to those types of uses outlined in Sub-Section B.2 above and Sub-Section D.2 below.

(2) Where the non-conforming activity is one which necessarily results in the storage of large quantities of material, supplies or products outside (such as a lumberyard), the Planning Board may require dense evergreen screening sufficient to shield all such materials from the view of adjacent landowners and/or the traveling public.

(3) No addition, change or expansion of a non-conforming use shall further violate setback and/or height regulations of the district in which it is located in any material way. Moreover, no change of use shall be to one of less restrictive classification, as determined by the Planning Board. A non-conforming retail enterprise could be converted to a barber shop, for example, but not to an industrial use.

(4) There shall be no increase in the amount of storm water runoff for the site over what was existing as of the date of the enactment of this law. The U.S.D.A. Soil Conservation Service, a Professional Engineer or other appropriate professional may be relied upon to recommend appropriate measures to control storm water runoff. Such measures shall be attached as conditions of approval by the Planning Board.

(5) In no case will a change, addition or extension of a non-conforming use be allowed which would result in a traffic increase of 50% or more, the diversion of traffic closer to a nearby residence or a violation of any of the parking and unloading requirements of this law. If the total number of parking spaces for the site is to be increased more than 25% over those available as of the date of this law, the Planning Board may require vegetative screening of the parking area from nearby residential areas.

(6) The use may only be expanded or extended onto another property of record if; that property is immediately adjacent to the lot on which the original structure or use was located as of the effective date of this law or amendments hereto and the use is not one which has been altogether prohibited as a new use under this law.

(7) Should the use proposed for expansion or extension be one which is specifically prohibited as a new use in the Town or is determined by the Planning Board to be one similar to such a use or of such a nature as to impose health, safety or welfare concerns which cannot be satisfied by the imposition of the conditions permitted under this law, the requested expansion or extension shall be denied.

E. Use of Existing Lots of Record.

A residential structure may be erected on any existing lot of record, providing the owner does not own adjoining property; no yard is reduced to less than fifty (50) percent of the requirement for the district in which it is located or ten (10) feet, whichever is greater; and a sewage disposal system meeting New York State standards can be placed on the lot should public facilities be unavailable.

3. Site Plan Review Procedures and Standards

Site plan review is the single most important element to successful implementation of this Comprehensive Plan. The Zoning Laws of both the Town and Village now rely heavily upon this procedure, provided for under Sections 274-a and 7-725-a of the New York State Town and Village Laws, respectively, and it is recommended this practice continue, with some improvements.

The Town has chosen to combine site plan review with special use authority provided under it under Section 274-b of the Town Law (see § 126-45.A of Thompson Zoning Law.) The Village has enacted a separate Site Plan Review Law which applies the procedure to a wide class of both principal permitted and special uses, encompassing most activities other than one and two-family dwellings (see § 2.1 of Local Law No. 1 of 1991.) The Town version benefits from combining procedures and is, therefore, more easily understood in terms of application, but it lacks specifics. The Village law provides more details in some of these areas, but one has to ask why non-residential activities are listed as Principal Permitted Uses if they are to subject to site plan review anyway. So as to address these issues and achieve consistency, the following language is recommended for both municipalities:

§ 126-45. Special Use procedures. (replaces existing § 126-45 to § 126-53)

The Town of Thompson Planning Board is authorized, in accordance with Sections 274-a and 274-b of the New York State Town Law, to review and approve, approve with modifications or disapprove Special Uses and site plans connected therewith. Site plan review shall be required for all Special Use permits and such other uses as the Town Board may from time to time designate by local law. The following procedures shall apply:

A. **Preliminary Site Plan.** An applicant for a Special Use permit may submit a preliminary site plan for review and advice by the Planning Board. Such a preliminary site plan should provide locations and dimensions of the proposed use in relation to the property boundaries and adjacent uses. It should also indicate all accesses and improvements both existing and proposed and any site features which could have a bearing on the project including the general topography and existing ground cover. This preliminary plan shall be used by the Planning Board as a basis for advising the applicant regarding information it shall require on the site plan before it conducts a public hearing or takes any action with respect to the plan. The Planning Board shall give no approval or disapproval regarding any preliminary site plan but may use it to schedule a public hearing, determine if any provisions of this article should be waived or begin its review of the application under the New York State Environmental Quality Review Act ("SEQR").

B. **Application and Site Plan Required.** The Planning Board shall be under no obligation to schedule a public hearing or take any action with respect to a Special Use permit application until formal application has been made on forms provided by the Board and a detailed site plan providing the following information has been submitted:

(1) The location of all existing watercourses, wooded areas, rights-of-way, roads, structures or any other significant man-made or natural feature, if such feature has an effect upon the use of said property.

(2) The location, use and floor or ground area of each proposed building, structure or any other land use, including sewage disposal and water supply systems.

(3) The location of all significant landscaping and ground cover features, both existing and proposed, including detailed planting plans and a visual depiction or rendering of the final appearance of the property after all landscaping and other physical improvements are completed.

(4) The location, dimensions and capacity of any proposed roads, off-street parking areas or loading berths, including typical cross-sections for all paving or regrading involved.

(6) The location and treatment of proposed entrances and exits to public rights-of-way, including traffic signals, channelizations, acceleration and deceleration lanes, widenings or any other measure having an impact on traffic safety conditions.

(7) The location and identification of proposed open spaces, parks or other recreation areas.

(8) The location and design of buffer areas and screening devices to be maintained.

(9) The location of trails, walkways and all other areas proposed to be devoted to pedestrian use.

(10) The location of public and private utilities, including maintenance facilities.

(11) The specific locations of all signs existing and proposed, including a visual depiction of the latter.

(12) Preliminary architectural plans for the proposed buildings or structures, indicating typical floor plans, elevations, height and general design or architectural styling.

(13) A completed SEQR Environmental Assessment.

(14) Any other information required by the Planning Board which is clearly necessary to ascertain compliance with the provisions of this law and limited to such information.

C. **Waivers.** The Town of Thompson Planning Board shall, pursuant to Section 274-a(5) of the Town Law, have the right to waive, when reasonable, any of the requirements of this article for the approval, approval with modifications or disapproval of Special Use permits and site plans submitted for approval. This waiver authority may be exercised in the event any such requirements are found not to be requisite in the interest of the public health, safety, or general welfare or are inappropriate to a particular site plan. Any such waiver shall be subject to the following conditions:

(1) No waiver shall result in allowing a use not permitted within the applicable Zoning District.

(2) No waiver shall be given with respect to standards outside the scope of this article which would otherwise require a variance from the Zoning Board of Appeals.

(3) Waivers shall be limited to those situations where the full application of the requirements contained herein would generate unnecessary data and create unnecessary costs with regard to deciding the matter at hand, due to the scope or nature of the project involved. The proposed enclosure of a deck or a simple change of use with no significant structural modifications in the case of a commercial property, for example, might not require typical cross-sections for proposed regrading or water supply data.

(4) An applicant for site plan approval who desires to seek a waiver of certain of the above-referenced requirements pertaining to such applications shall submit a preliminary site plan as provided above. The Planning Board shall review the preliminary site plan, advise the applicant as to potential problems and concerns and determine if any additional site plan information is required. The Planning Board shall consider such site plan as adequate when, in its judgment, the information submitted is sufficient to make a determination of compliance with the development standards contained herein and the intent of site plan review criteria found below.

(5) Nothing herein shall authorize the Planning Board to waive State Environmental Quality Review requirements.

D. **Hearing and Decision.** The Planning Board shall fix a time, within sixty-two (62) days from the day an application for a Special Use permit or site plan approval is made, for the hearing of any matter referred to under this section. It shall give public notice of such hearing at least five (5) days prior to it in a newspaper of general circulation in the Town and decide upon the application within sixty-two (62) days after such hearing. It shall not, however, grant approval before a decision has been made with respect to environmental impacts pursuant to SEQR. The decision of the Planning Board shall be filed in the office of the Town Clerk and a copy thereof mailed to the applicant within five (5) business days after such decision is rendered.

E. **Conditions.** The Planning Board shall have the authority to impose such reasonable conditions and restrictions as are directly related to and incidental the proposed Special Use permit or site plan. Upon approval of said permit and/or plan, any such conditions shall be met prior to the actual issuance of permits by the Town. These conditions may include requirements of the applicant to provide parkland or to provide fees in lieu thereof pursuant to Section 274-a(6) of the New York State Town Law.

F. **Referrals.** The Planning Board is authorized to refer Special Use permit applications and site plans to other agencies, groups or professionals employed or used by the Town for review and comment and to charge the applicant fees for any reasonable expenses connected therewith. The Board shall, in particular, ensure that the requirements of Section 239-m of the General Municipal Law regarding review by the Sullivan County Planning Department are met. It shall also comply with all requirements of the New York State Environmental Quality Review Act.

G. **Appeals.** Any person aggrieved by any decision of the Planning Board or any officer, department, board or bureau of the town may apply to the Supreme Court for review by a proceeding under Article 78 of the Civil Practice Law and Rules.

H. **Effect of site plan approval.** The site plan as approved by the Planning Board shall be binding upon the applicant. Any changes from the approved plan shall require resubmission and reapproval by the Planning Board. The site plan shall remain effective, as an authorization to establish the use, for a maximum of two (2) years from the date of approval unless the Planning Board shall have granted an extension in writing. Absent such an extension the Special Use shall be deemed to have expired. A Special Use which has been discontinued for a period of two (2) or more years shall also be deemed to have lapsed.

I. **Renewal of permits.** The Planning Board may require, at the time it is initially granted, that any Special Use approval be renewed periodically. Such renewal shall be granted following public notice and hearing and may be withheld only upon a determination that the conditions attached to any previous approval have not been met. A period of sixty-two (62) days shall be granted the applicant in such cases to make remedies and bring the use into full compliance with the terms of the Special Use approval. Should the applicant fail to make such remedies, the Special Use approval shall be revoked and the use immediately discontinued.

J. **Planning Board Review.** The Planning Board, in reviewing the site plan, shall consider its conformity to the Town of Thompson Comprehensive Plan and the various other plans, laws and ordinances of the Town. Conservation features, aesthetics, landscaping and impact on surrounding development as well as on the entire town shall be part of the Planning Board review. Traffic flow, circulation and parking shall be reviewed to ensure the safety of the public and of the users of the facility and to ensure that there is no unreasonable interference with traffic on surrounding streets. The Planning Board shall further consider the following:

(1) **Building design and location.** Building design and location should be suitable for the use intended and compatible with natural and man-made surroundings. New buildings, for example, should generally be placed along the edges and not in the middle of open fields. They should also be sited so as to not protrude above treetops or the crestlines of hills seen from public places and busy highways. Building color, materials and design should be adapted to surroundings as opposed to adaptation of the site to the building or the building to an arbitrary national franchise concept.

(2) **Large commercial buildings.** Commercial facades of more than one-hundred (100) feet in length should incorporate recesses and projections, such as windows, awnings and arcades, along 20% of the facade length. Variations in rooflines should be added to reduce the massive scale of these structures and add interest. All facades of such a building that are visible from adjoining streets or properties should exhibit features comparable in character to the front so as to better integrate with the community. Where such facades face adjacent residential uses, earthen berms planted with evergreen trees should be provided. Loading docks and accessory facilities should be incorporated in the building design and screened with materials comparable in quality to the principal structure. Sidewalks should be provided along the full length of any facade with a customer entrance and integrated into a system of internal landscape defined pedestrian walkways breaking up all parking areas.

(3) **Lighting and signage.** Improvements made to the property should not detract from the character of the neighborhood by producing excessive lighting or unnecessary sign proliferation. Recessed lighting and landscaped ground signs are preferred.

(4) **Parking and accessory buildings.** Parking areas should be placed in the rear whenever possible and provide for connections with adjoining lots. Accessory buildings should also be located in the rear with access from rear alleys. If placement in the rear is not possible, parking lots should be located to the side with screening from the street.

(5) **Drainage systems.** Storm drainage, flooding and erosion and sedimentation controls should be employed to prevent injury to persons, water damage to property and siltation to streams and other water bodies.

(6) **Landscape preservation.** Trees, shrubs and other landscaping should be used to buffer or soften a use in terms of visual or other impacts on adjoining property owners. Impacts on other Town residents and visitors, on whom the local economy often depends, should also be considered. Existing

landscape features such as stone walls, hedgerows, tree borders and individual large trees should be retained for this purpose and removal should be limited to the area of building or driveway construction unless additional sight-distance is required.

(7) **Driveway and road construction**. Whenever feasible, existing roads onto or across properties should be retained and re-sued instead of building new, so as to maximize the use of present features such as stone walls and tree borders and avoid unnecessary destruction of landscape and tree canopy. Developers building new driveways or roads through wooded areas should reduce removal of tree canopy by restricting clearing and pavement width to the minimum required for safely accommodating anticipated traffic flows.

(8) **Construction on slopes.** The crossing of steep slopes with roads and driveways should be minimized and building which does take place on slopes should be multi-storied with entrances at different levels as opposed to regrading the site flat.

(9) **Tree borders.** New driveways onto principal thoroughfares should be minimized for both traffic safety and aesthetic purposes and interior access drives which preserve tree borders along highways should be used as an alternative. Developers who preserve tree borders should be permitted to recover density on the interior of their property through use of clustering.

(10) **Development at intersections.** Building sites at prominent intersections of new developments should be reserved for equally prominent buildings or features which will appropriately terminate the street vistas. All street corners should be defined with buildings, trees or sidewalks.

(11) **Streets and sidewalks.** Cul-de-sac and dead-end streets should be discouraged in favor of roads and drives which connect to existing streets on both ends. Streets within residentially developed areas should be accompanied by on-street parking and a sidewalk on at least one side of the street. Sidewalks should also be provided in connection with new commercial development adjacent to residential areas and pedestrian access should be encouraged.

(12) **Setbacks.** New buildings on a street should conform to the dominant setback line and be aligned parallel to the street so as to create a defined edge to the public space.

K. The Planning Board, in acting upon the site plan, shall also be approving, approving with modifications or disapproving the Special Use permit application connected therewith, taking into consideration not only the criteria contained above, but also the following:

(1) Whether the proposed use will result in an overconcentration of such uses in a particular area of the Town or is needed to address a deficiency of such uses. The Board shall, in this regard, consider the suitability of the site proposed for a particular use as compared to the suitability of other sites in the immediate area.

(2) Whether the proposed use will have a detrimental or positive impact on adjacent properties. A new use should not produce a significant negative impact on the property values of adjacent properties nor should it create potential nuisance impacts related to noise, odors, vibrations or glare.

(3) If the proposed use is one judged to present detrimental impacts, whether an approval could be conditioned in such a manner as to eliminate or substantially reduce those impacts.

(4) Whether the use will have a positive or negative effect on the environment, job creation, the economy, housing availability, open space preservation or any other factors which reasonably relate to the health, safety and general welfare of present or future residents of the Town of Thompson..

(5) Whether the granting of an approval will cause an economic burden on community facilities or services, including but not limited to highways, sewage treatment facilities, water supplies and fire-fighting capabilities. The applicant shall be responsible for providing such improvements or additional services as may be required to adequately serve the proposed use and any approval shall be so conditioned. The Town shall be authorized to demand fees in support of such services where they cannot be directly provided by the applicant. This shall specifically apply, but not be limited to, additional fees to support fire-district expenses.

(6) Whether the site plan indicates the property will be developed and improved in a way which is consistent with that character this Law and the Town's Comprehensive Plan are intended to produce or protect, including appropriate landscaping and attention to aesthetics and natural feature preservation.

4. Landscaping Standards

Landscaping is often the single most important tool available to soften the impact of commercial development and ensure that new projects contribute to, rather than detract from, the community. Several examples of good landscaping (e.g. Stewart's Shop, McDonalds and the hotel at the interchange of Route 17B with I-86) demonstrate this. If proper landscaping is not provided with new projects, then all of Sullivan First's efforts will have been in vain because the mistakes will simply replace the old. Recommended standards for incorporation into the zoning Laws of both the Village and Town are as follows:

§ 189 - 23. Landscaping Standards.

A. The Planning Board shall, to assure an acceptable buffer between adjacent residential and non-residential uses and create a healthy, safe and aesthetically pleasing environment in the Village, require a landscape plan be prepared as part of any Special Use application. Such a plan shall also be required whenever any non-residential use is proposed in any district so as to buffer parking areas and buildings from the highway, each other and other uses.

B. The landscape plan shall specify locations of all mature shade trees or other species of six (6) inch caliper or greater and indicate existing vegetation to be removed or preserved. It shall demonstrate how building materials, colors, and textures will be blended with the natural and man-made landscape. It shall also include visual depictions of the proposed landscape from the perspective of persons who will view the site from the highway or adjoining properties. Specific locations, varieties, sizes, winter hardiness, and schedules for all proposed plantings shall, too, be provided as part of the plan.

C. Landscape plans shall be prepared by a licensed landscape architect or other design professional qualified to perform such services and include consideration of all man-made and natural features, including signs.

D. The Planning Board, in reviewing a landscape plan, may employ the assistance of design professionals and seek the non-binding advice of interested civic organizations concerned with community beautification. The Board shall also specifically consider the following before approving, approving with modifications or disapproving the Special Use:

(1) The plan should promote attractive development, preserve existing vegetation to the maximum extent possible, enhance the appearance of the property and complement the character of the surrounding area.

(2) The plan should use landscaping to delineate or define vehicular and pedestrian ways and open space.

(3) The plant material selected should be of complementary character to buildings, structures and native plant species and be of sufficient size and quality to accomplish its intended purposes.

(4) The plan should effectively buffer the activity from adjoining land uses as may be necessary and soften the impact of other site development as contrasted with the natural environment.

(5) The plan should be realistic in terms of maintenance and use materials which, as a minimum, are winter hardy to Zone 4.

E. Landscaping Standards. All new landscaping required shall meet the following minimum specifications:

(1) The minimum branching height for all shade trees shall be six (6) feet.

(2) Shade trees shall have a minimum caliper of three (3) inches (measured 4 feet above grade) and be at least twelve (12) feet in height when planted.

(3) Evergreen trees shall be a minimum of six (6) feet in height when planted.

(4) Shrubs shall be a minimum of 24" in height when planted. Hedges shall form a continuous visual screen within two (2) years after planting.

(5) A buffer screen at least fifteen (15) feet in width along any residential lot line shall be provided. It shall include, at a minimum, an opaque wooden stockade fence six (6) feet in height and one (1) evergreen tree for every fifteen (15) linear feet of property line. An additional row of evergreens meeting these standards and off-set such that each row serves to place trees between the gaps of the other, shall be permitted as a substitute for the stockade fence.

(6) A landscape strip at least fifteen (15) feet in width, that includes at least one (1) deciduous tree for every 35 linear feet of perimeter lot line shall be required for any non-residential use. Such deciduous trees shall also be accompanied by smaller shrubs and ground cover as may be required to effectively separate and buffer the activity from the highway but still allow for visibility of the use. The width of this buffer may be reduced along the rear and side lot lines for good cause, but not along the front lot line.

(7) All lot area (except where existing vegetation is preserved) shall be landscaped with grass, ground cover, shrubs, or other appropriate cover.

(8) The preservation of mature shade trees shall be required unless there is no alternative but to remove them. These may be used to meet requirements of this section provided the Code Enforcement Officer or Planning Board, as the case may be, determines the purpose of this section is achieved.

F. Where it is determined that a proposed Special Use would not have a significant impact on the natural environment, adjoining landowners or the view from a public highway, these requirements may be appropriately modified, but not be waived unless no new construction is involved.

G. A performance guarantee in the amount of one-hundred-twenty-five percent (125%) of the cost of materials and installation may be required to assure that all landscaping survives in a healthy condition one (1) full year. The Code Enforcement Officer or Planning Board, as the case may be, shall determine the amount of the guarantee and consider financial impacts of this requirement on the project. The Code Enforcement Officer shall have the right to enter upon the property to inspect the landscaping and, after notifying the owner of any deficiencies, to require that the guarantee be used to pay for the replacement of any dead, dying, diseased, stunned or infested plant materials.

H. All applicable requirements of these landscaping regulations shall be fully met prior to the Code Enforcement Officer granting a Certificate of Occupancy for a new building or use subject to these regulations.

5. Parking and Traffic Standards

Securing good development requires the ability to negotiate site planning and design with developers. This, in turn, requires the flexibility to apply reasonable standards according to the circumstances and one of the areas in which such flexibility is frequently demanded is parking. Likewise, traffic is one of the greatest impacts a new major

development can have on a community. Therefore, the following standards are recommended for both Zoning Laws.

§ 189 - 22. Parking, Loading, Access and Traffic Standards.

A. Off-street parking, loading and unloading facilities shall be provided as necessary in connection with every use. Single-family and two-family residential uses shall be provided with two (2) off-street parking spaces per dwelling unit. Parking needs with respect to all other uses shall be determined in conjunction with site plan review. The amount of parking required shall be based on the following factors:

(1) Industry studies of parking needs for the type of use proposed or actual case-study comparisons for projects of similar character. The Planning Board may require the developer or applicant to gather and submit such data in support of its proposed parking provisions. The National Parking Association and the Urban Land Institute are examples of such industry sources.

(2) The characteristics of the proposed customers, residents, occupants or visitors to a given facility. Housing for the elderly would, for example, require fewer spaces per dwelling unit than time-shared recreational units, though the number of dwelling units might be the same.

(3) The expected occupancy rates, traffic levels and numbers of employees in connection with any enterprise and the degree to which these directly relate to parking requirements.

(4) Recommendations, if any, from other public agencies or information sources which suggest, based on experience, the appropriate amount of parking in connection with a given use.

(5) The likelihood that parking will be shared with adjoining facilities, the impact of daily peak visitation or use periods on demand and the hours of operation as compared to other neighborhood activities.

(6) Where industry standards are inadequate for the particular use or site involved or such standards are unavailable, the following standards may be applied by the Planning Board or Code Enforcement Officer, as the case may be:

(a)	Home occupations	1 space per 100 sq. ft. of floor area devoted to use
(b)	Hotels/motels	1 space per rental room
(c)	Industrial uses	1 space per 400 sq. ft. floor area
(d)	Commercial uses	1 space per 250 sq. ft. floor aea
(e)	Places of public assembly	1 space per 5 seats

(f)	Offices	1 space per 300 sq. ft. floor area
(g)	Restaurants	1 space per 50 sq. ft. floor area
(h)	Auto service stations	4 spaces plus 1 per employee

B. Each parking space shall consist of not less than an average of two hundred seventy (270) square feet of usable area for each motor vehicle, including interior driveways, driveways connecting the garage, or parking space, with a street or alley. Garages, carports, and driveways not in the public right-of-way may be considered parking spaces.

C. Any lighting used to illuminate off-street parking shall be so arranged as to reflect the light away from adjoining premises and public right-of-ways.

D. All parking areas which are designed to accommodate twelve (12) or more vehicles shall be landscaped using materials of sufficient growth and height to aesthetically balance the impact of the open paved area and provide effective stormwater control. The following minimum layout standards shall apply:

(1) No more than twelve (12) parking spaces shall be allowed in a continuous row uninterrupted by landscaping. Raised planting beds shall be located at intervals of twelve (12) spaces and at the end of each row. Such beds shall be a minimum of five (5) feet in width and each planted with at least one (1) shade tree of 3 inch caliper. The remainder of the bed shall be surfaced with flowers, grass, groundcover, low maintenance shrubs and/or mulches (no crushed stone or chips).

(2) Planting beds meeting the above standards with at least one (1) shade tree of 3 inch caliper for every thirty-five (35) lineal feet of bed shall also be required along the perimeter of all parking areas and between parking areas and buildings. The area between a parking area and any building shall be a minimum of ten (10) feet in width, however.

(3) No parking areas shall be designed such that a vehicle might directly back out onto a public highway or through road within the development. Traffic flows through a parking area shall be minimized and limited to connections from one lot to another and to the public highway or through road.

(4) All parking spaces associated with commercial uses shall be located not more than three-hundred (300) feet distant from the nearest entrance to the inside of the structure wherein the enterprise is situated.

(5) Parking areas along Broadway shall be located in the rear yard of any use, with the principal building situated at or near the front lot line. This is for the purpose of maintaining the continuity of the building line along any highway and avoiding the effective merger of parking areas along a highway into one mass of pavement where entrances and exits become difficult to identify. This principle shall also be applied in areas of the Village, where practical.

E. Any building erected, converted or enlarged for commercial, office, manufacturing, wholesale, institutional or similar uses shall, in addition to the off-street parking space required above, provide adequate off-street areas for loading and unloading of vehicles. Public rights-of-way shall, under no circumstance, be used for loading or unloading of materials.. The minimum size loading space shall be sixty (60) feet in depth and twelve (12) feet in width, with an overhead clearance of fourteen (14) feet.

F. Access to and from all off-street parking, loading and vehicle service areas along public rights-of-way shall consist of well defined separate or common entrances and exits and shall comply with the following provisions:

(1) Access drives shall not open upon any public right-of-way within (80) feet of the nearest right-of-way line of any intersecting public street or highway or where the sight distance in either direction would be less than two-hundred (200) feet. Access drives onto state highways shall be subject to New York Department of Transportation standards.

(2) There shall be no more than one entrance and one exit to any business or parking area on any one highway unless safety considerations should demand it. Each entrance and exit shall be clearly defined with curbing, fencing or vegetative screening so as to prevent access to the area from other than the defined entrance and exits and all landscaping shall meet standards of § 189-23 hereof. In no case shall one entrance and exit be located within 80 feet of any other on the same property or adjoining property along the same public right-of-way. Non-conforming lots, however, shall be exempt from this requirement.

G. All non-residential parking and loading areas and parallel circulation and service lanes shall be separated from the paving edge of a public thoroughfare or adjoining property lines by a planting strip at least twenty (20) feet in depth.

H. The Planning Board, at its discretion, may require a traffic impact study with any Special Use application involving an activity likely to generate more than five-hundred (500) trip-ends per day based on the following daily rates:

Residential uses	9.6 trip-ends per dwelling unit
Industrial uses	3.3 trip-ends per employee
Restaurants	7.9 trip-ends per seat
Fast-food restaurant	23.9 trip-ends per seat
Convenience market	605.6 trip-ends per 1,000 sq. ft. gross floor area
Supermarket	177.6 trip-ends per 1,000 sq. ft. gross floor area
Car wash	108.0 trip-ends per car stall
Offices	6.0 trip-end per employee
Other commercial uses	50.0 trip-ends per 1,000 sq. ft. gross floor area
Institutional uses	4.0 trip-ends per employee
Other uses	See "Trip Generation" - Institute

of Transportation Engineers

The study shall examine existing and projected traffic flows before and after development and generally follow the guidelines set forth for such studies by the Institute of Transportation Engineers. Its purpose shall be to ensure that proposed developments do not adversely affect the transportation network and to identify any traffic problems associated with access to the site from the network. It shall identify solutions to potential problems and any improvements needed. The scope of the study shall be approved in advance by the Planning Board with the final product incorporated in the SEQR submission.

6. Open Space Design Development Recommendations

It is recommended the Town specifically create an overly zoning district for Open Space Design Development which mandates clustering and gives landowners positive incentives such a density bonuses for preservation of open spaces. This could also be combined with a density transfer program and landowners who wished not to be involved could be permitted the option of large-lot estate development. A sample set of zoning provisions in this regard has been developed as part of this project and it requires, as a minimum, that developers prepare sketch plans using both conventional and open space design concepts for consideration by the Planning Board. These regulations are as follows:

§ 126-24. Open Space Design Developments.

A. The Town of Thompson Planning Board shall be authorized, pursuant to § 278 of the Town Law and simultaneously with the approval of plats under the Town of Thompson Subdivision Regulations, to modify applicable provisions of this Zoning Law so as to accommodate open space design developments (a/k/a "conservation subdivisions" or "cluster development", open space design developments offer flexibility in design, facilitate the economical provision of streets and utilities and preserve open space. They shall be allowed anywhere within the Town of Thompson and be processed pursuant to subdivision plat approval procedures.

B. The Planning Board may require open space design developments, as a form of development, in those instances where conventional subdivisions or residential developments would cause significant loss of open space or otherwise result in significant negative environmental impacts or within any specific overlay zoning district created for this purpose.

C. Open space design developments provide for single-family dwelling units wherein dwelling units are grouped in sections in order to maximize the amount of common open space and to preserve the natural settings. Proposed developments shall be processed in the same manner as a major subdivisions and in accord with the standards below.

D. Open space design developments shall include at least five (5) lots and 10 acres of land and the Planning Board shall have the authority to require an alternative Sketch Plat, for any subdivision of ten (10) lots or more, depicting how the property might be developed using this technique. If this alternative Sketch Plat is determined to provide a superior design in accord with the purposes of this Law and the same density can be achieved the Planning Board may than require use of this technique.

E. The maximum permitted number of dwelling units shall be determined by deducting from the total tract area:

(1) All areas within the rights-of-way of any existing or proposed streets; and

(2) All areas occupied by public utility easements.

(3) All wetlands, floodplains, slopes of 15% or more, water bodies and other undevelopable areas.

The net figure shall then be divided by the minimum lot size applicable and rounded to the nearest whole number of dwelling units permitted.

F. Only single-family detached and two family dwellings shall be employed in this concept. All other dwelling types shall be considered multi-family dwellings.

G. Development standards for lot size, lot width and lot depth may be reduced, provided no dwelling structure (single-family or two-family) is located on less than 43,560 square feet of land where on-site sewer and water facilities are to be provided or 10,000 square feet of land where off-site sewer and water facilities are to be provided; and further provided the total density (in individual dwelling units) for the tract shall not exceed that which would result from a conventional subdivision plan designed in accord with this Law, as determined from the basic Sketch Plan submission. Yard requirements may also be reduced, but in no instance to less than thirty (30) feet for the front yard and twenty (20) feet for the side and rear yards.

H. No individual parcel of common open space shall be less than one (1) acre except as to roadway median strips, traffic islands, walkways, trails, courtyards, play areas, recreation facilities, drainageways leading directly to streams, historic sites or unique natural features requiring common ownership protection. No less than 60% of the total land area of the conservation subdivision shall be dedicated to permanent open space and at least 50% of the such open space shall be usable for active recreational activities and not include water bodies, wetlands, floodplains, slopes over 15% in grade or other undevelopable areas.

I. The open space resulting from open space design development shall be permanently protected through a conservation easement and generally titled to a property owner's association (POA) prior to the sale of any lots or dwelling units by the subdivision. Membership shall be mandatory for each property owner within the subdivision and successive owners with voting of one vote per lot or unit and the subdivider's control, therefore, passing to the individual lot/unit owners on sale of the majority of the lots or units. All restrictions on the ownership, use and maintenance of common open space shall be permanent and the POA shall be responsible for liability insurance, local taxes, and maintenance of all open space, recreational

facilities and other commonly held amenities. Each property owner must be required to pay their proportionate share of the POA's cost and the POA must be able to file liens on the lot/unit owner's property if levied assessments are not paid. The POA must also have the ability to adjust the assessment to meet changing needs.

7. Proposed Sign Regulations

A sub-committee of the Comprehensive Plan Committee worked 18 months to develop a model set of sign regulations for adoption in largely the same form by both the Town and Village. The Village has enacted the standards and established the Sign Review Board provided for in them. The Town needs to take similar steps and the proposed local law is as follows:

§ 126 - 28 Signs and billboards.

A. Purposes. The major highways of the Town of Thompson and specifically Routes 17, 17B, 42 and East Broadway have been subject to sign proliferation which has produced visual clutter detrimental both to the scenery of this recreational area and to the ability of businesses and others to communicate with the traveling public using signs. The design, size, numbers and maintenance of signs have all contributed to this situation.

It is the purpose of this local law to establish standards for signs which help people find what they need without difficulty or confusion; to help preserve and, where necessary, improve the appearance of the Town; and to promote public safety by regulating the location, quality, construction and maintenance of signs.

It is further the intent of this local law to regulate signs in the context of the built and natural environment in which they exist, recognizing that quality signage will reflect on this environment and offer a human perspective on it. Signs are an economical and effective way to communicate information and an asset to most businesses. Property values, therefore, are protected and enhanced when signs are designed with these principles in mind. It is for this reason that these sign regulations afford applicants flexibility and provide incentives for thoughtful design and quality construction.

B. Definitions.

1. Sign - Any device, facade, fixture, material, placard or structure that uses any color, form, graphic, picture, illumination, symbol or writing to advertise, announce, declare or identify a purpose or entity or to communicate information of any kind to the public outside of a building, including neon or fluorescent painted building outlines and similar devices.

2. Surface area - The size of any sign, computed by multiplying its greatest length by its greatest height.

Sign poles and supports or ground sign foundations not exceeding three (3) feet in height which do not bear advertising material or are not in the form of a symbol shall not be included in the computation of surface area. In the case of signs with no definable edges (e.g., raised letters attached to a facade), the surface area shall be that area within the perimeter of a single line enclosing the extreme limits of the advertising material excepting that messages or words separated by six (6) feet or more shall be considered individual sign surface areas. Each sign surface area may be considered a separate sign for purposes of regulation except that the reverse side of any sign may be used without counting toward the total sign area.

3. Sign height - The height of any sign shall always refer to the height of the topmost portion of the sign as measured above the surface of the ground, unless the foundation for such sign shall be positioned below the adjoining road grade, in which case the height shall be measured from the road grade.

4. Sign Types

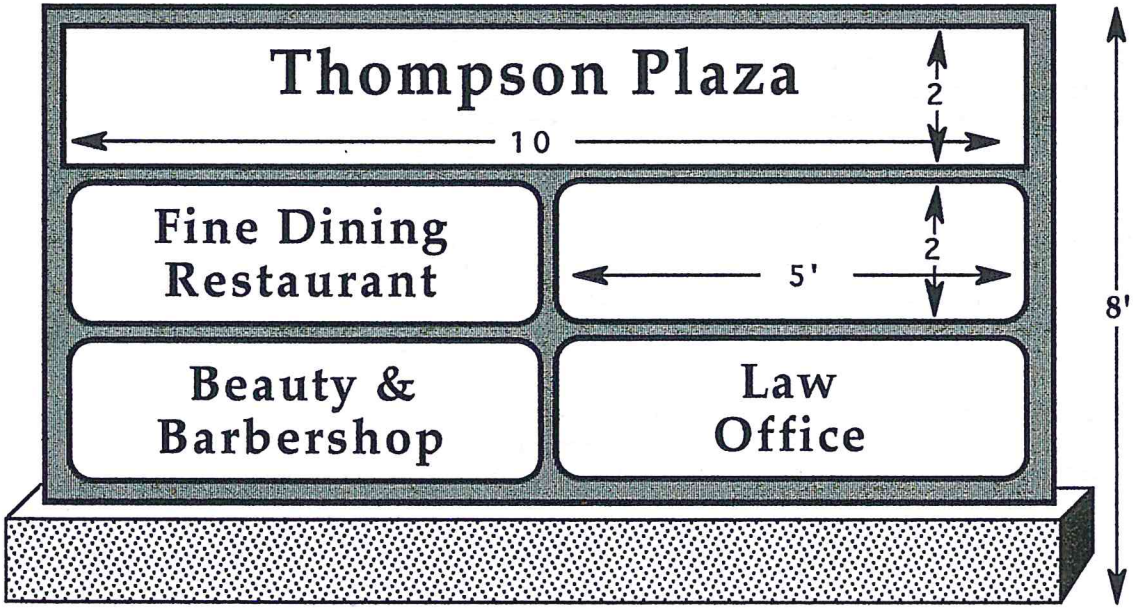
(a) Billboard - A free-standing off-premises sign of more than (50) square feet in surface area which directs attention to an object, product, service, place, activity, person, institution, organization or business that is primarily offered at a location other than the lot upon which the sign is located.

(b) Bus Shelter Signs - A sign painted on or attached to a shelter constructed to protect waiting bus patrons from the elements.

(c) Business or Institutional Identification Sign - A sign advertising or an institution or identifying the business or profession of the owner or occupant of the property on which it is placed.

(d) Canopy and Awning Sign - A sign integrated into a canopy or awning and not extending above the structural wall of the building to which it is attached.

(e) Commercial Directory Sign - A combination, on a single structure not exceeding eight (8) feet in height, of a ground sign identifying a business complex with other smaller uniform signs listing services or businesses on the property. Such signs shall replace any free-standing signs which the advertisers would otherwise have rights to place on the property and not use more than twenty (20) square feet in surface area on each side to identify a business complex or more than ten (10) square feet on each side to identify a specific business or service. (See example below)



(f) Contractor Sign - A sign of a builder, contractor, mechanic, painter or other artisan which is erected and maintained during the period such persons are working on a property and immediately removed when the work is complete.

(g) Directional Sign - See "Traffic Directional Sign"

(h) Farm Products Sign - A temporary sign advertising the availability of fresh farm products largely produced on premises and displayed only when such products are on sale.

(i) Freestanding Sign - A pole sign or ground sign.

(j) Ground Sign - A sign separate from any building, rising up from a ground foundation and not over eight (8) feet in height from average ground level to the top of the sign. The entire bottom of a ground sign is generally in contact with or in close proximity to the ground.

(k) Home Occupation Sign - A sign located in a residential area which only serves to direct persons to goods or service legally offered on the premises.

(l) Incidental Commercial Sign - An advertising sign on which is located a simple message directed only to persons on the lot, such as a gas pump sign, credit card sign or pricing sign placed in a window or on a door.

(m) Off-premises Advertising Sign - A sign advertising a business, product, service, commodity, activity or other concern located off the premises on which the sign is located, not including business and institutional identification signs otherwise permitted.

(n) Official Traffic Sign - An official sign placed along a highway by a local, County or state government for purposes of public traffic control.

(o) Pole Sign - A sign supported by a poles(s) as a structure independent of any building. Pole signs are otherwise separated from the ground by air.

(p) Portable Sign - A sign not permanently attached to the ground or a structure or designed to be transported, including signs on wheels, A or T frames or any other movable device or vehicle.

(q) Real Estate Sign - A sign which advertises the availability of land, buildings or spaces within buildings as being for sale or rent and which is immediately removed upon the completion of a sale or lease.

(r) Roof Sign - A sign painted on or attached to a roof or extending by any means, including the use of canopies, porches or artificially heightened walls, above the structural wall of a building.

(s) Temporary signs or Event Advertising Banners - Political and other signs which advertise a particular event of no more than fifteen (15) days in duration.

(t) Traffic Directional Sign - An informational sign on which is located a simple directive incidental to the main use of a lot and directed only to persons on the lot, such as a "no parking," "loading area in rear," "one-way" or "office this way" sign.

(u) Trespassing Sign - A sign fastened to tree and poles with nails or staples and typically made of paper, plastic or a malleable metal to indicate lands are private and no trespassing is allowed.

(v) Wall Sign - A sign painted on or attached flush with a structural wall of a building, including window signs occupying more than 25% of the window or door surface or eight (8) square feet in total per window or door and projecting signs not extending out from the structural wall surface more than eighteen (18) inches.

(w) Window Sign - A sign which is attached to a window or door or positioned in such a manner that its sole purpose is to communicate with persons on the outside of a door or window.

(x) Yard Sale Sign - A sign advertising a temporary sale conducted on private residential property of used household goods, such sale taking place no more than twice per calendar year and limited to seven (7) days in length on each occurrence, signs being placed no more than three (3) days in advance of each.

C. **Design Review Board.** There is hereby created a Thompson Design Review Board which shall consist of three (3) members who shall be appointed by the Town Board and serve without compensation. This Board shall be automatically expanded to become a Joint Design Review Board in conjunction with the Village of Monticello, should the Village choose to participate and the Town Board consent, in which case an additional three (3) members shall be appointed by the Village of Monticello. All members appointed shall be qualified by reason of training or experience in art, architecture, community planning, land development, landscape architecture, engineering, sign painting or other relevant business or profession to judge the effects of a proposed sign on aesthetic quality, property value and the future development of surrounding areas.

All members, except for those initially appointed to staggered terms, shall serve three (3) year terms and be so appointed that one (1) term each shall expire each year for both the Town and Village. Any member may also be removed for cause by the governing body which appointed that member, provided a public hearing has first been held on the matter. Vacancies shall be filled for unexpired terms by the respective governing body.

The Board shall elect a Chairperson each year from its membership with that position rotating between Town and Village members each year if a Joint Board is created. Two (2) members of the Board shall constitute a quorum (4 if a Joint Board) and it shall be authorized to adopt, amend and repeal rules governing its procedure and for the purpose of applying the design review standards contained herein. The Board shall maintain minutes of its proceedings and detailed records of all votes. It may also conduct public hearings to gain citizen input.

The Board shall conduct meetings as called by its chairperson but no less often than four (4) times per year and no later than fifteen (15) days following the receipt of an application requiring its action. It may administer oaths and compel the attendance of witnesses and shall act within the time frames otherwise required by State and local law for acting upon permit requests. It may also employ experts, clerical assistance, legal counsel and make other expenditures to the extent funds have been allocated to it by the Town. It shall have the authority to collect fees for processing applications and recoup from applicants the costs of professional review, provided the amount of any regular fees shall have been set by resolution of the Town Board.

The Design Review Board may approve, approve with modifications or disapprove any sign application brought before it by the Town or Town Code Enforcement Officer pursuant to this local law; provided that any such action shall require an affirmative vote of least two (2) members of the Board for taking that action (4 if a Joint Board). The Board, in approving an application with modifications or disapproving an application shall make a formal finding, to be provided to the applicant, which sets forth in detail the reasons for the action in relation to the design criteria contained herein or as part of other local laws.

An applicant aggrieved by the action of the Board may file an appeal with the Zoning Board of Appeals for the Town, which Board of Appeals shall be authorized to act upon in the manner of other zoning appeals.

D. **Application.** All signs shall comply with the standards provided herein and on the attached Schedule of Sign Regulations. A Sign Code Enforcement Officer shall be appointed by the Town to administer these regulations.

An application for a permit to install or relocate a sign shall be made on a form obtained from the Sign Code Enforcement Officer, together with such fees as required by the Town Board, which fees may provide incentives for removal of non-conforming signs. Every application shall include elevation and plan drawings to scale with a graphic presentation of the placement and appearance of the proposed sign. This presentation shall depict the location of the sign in relation to buildings and property features, any method of illumination, the graphic design (including symbols, letter, materials and colors) and the visual message, text copy or content. Written consent of the property owner shall also be provided.

Certain signs, as indicated on the Schedule of Sign Regulations, shall be submitted to the Design Review Board and no permit for such sign shall be granted nor shall such sign be allowed except with the approval of the Design Review Board.

All applications not requiring Design Review Board approval shall be acted upon by the Code Enforcement Officer within fifteen (15) days of receipt. All applications submitted to the Design Review Board shall be acted upon within thirty (30) days of receipt.

E. **Design Review Criteria.** Signs subject to review by the Design Review Board shall be approved or disapproved based on the appropriateness and compatibility of their design, shape, materials, colors, illumination, legibility, location and size. Approval shall require consistency with the design criteria listed in this law. The Board may also require modifications in sign features to meet the criteria provided below.

In reviewing sign applications, the Board shall determine that the sign will meet the following criteria:

1. Signs should be a subordinate part of the streetscape;

2. Signs in a particular area or district should create a unifying element and exhibit visual continuity;

3. Whenever feasible, multiple signs should be combined into one to avoid clutter;

4. Signs should be as close to the ground as possible, consistent with legibility considerations, and pole signs shall be discouraged in favor of ground signs wherever possible;

5. A sign's design should be consistent with the architectural character of the building on which it is placed and not cover any architectural features on the building and it should be sized and located in

proportion to the building to preserve the human perspective.

6. Vivid colors and materials may be used but shall not dominate a building or site.

7. The sign should be located so as to not interfere in any way with the clear views required for public safety by highway travelers or pedestrians.

8. The sign must not present an overhead danger or obstacle to persons below.

9. The size of the sign should be the minimum which will achieve ready visibility without becoming an unnecessary distraction from the highway view or detriment to the highway scenery.

10. The sign should never block the view of any other signs.

11. The sign should be of good construction quality that is easy to maintain in safe condition and good appearance. The supporting structure should be designed to provide for wind resistance such that the sign is safe and will not deteriorate or collapse after an extended period outdoors.

12. Sign materials and design should be compatible with the surrounding natural landscape.

13. The sign should not substantially interfere with the views to and from other enterprises or residences.

14. Free-standing signs other than billboards shall generally require landscaping around the base of the sign. The size of the landscape area shall be approved as part of the sign permit. Landscape plans shall be submitted for signs of thirty-two (32) square feet or more in size and shall include the size, species, location and spacing of plant materials, method of separating the planter from the adjacent area the irrigation plan for maintaining the landscape materials. Where the proposed sign is to be constructed in conjunction with a new building project, however, landscaping shall be designed as part of the overall site plan for the activity and all authority for site plan approval shall rest with the Planning Board. Notwithstanding this, the Design Review Board shall retain responsibility for approval of the sign itself and evidence of that approval shall be required prior to the Planning Board granting site plan approval.

The Design Review Board shall be authorized to clarify and expand upon these review criteria provided it shall do so in writing and its actions are consistent with the intent of this local law. It shall also develop design examples and other materials to be provided to visually explain these review criteria.

F. **General Regulations.** The following regulations shall apply to all signs:

1. So as to limit the unnecessary proliferation of signs, they shall be permitted only in connection with a permitted use or for the purposes of specifically directing travelers to businesses or services.

2. All signs shall be immediately removed when the reasons for their erection no longer apply.

3. Signs shall not be permitted on the roof or above the roof line of the building to which they are attached.

4. No part of any sign shall project above the top or beyond the ends of the wall surface on which it is located.

5. Signs, other than official traffic signs, which exceed twenty-four (24) square feet in surface area shall be setback at least five (5) feet from the side lot line. Signs shall also comply with clear-sight triangle requirements of §126-14 of the Town Code and in all districts except the Neighborhood Commercial District (NC), signs shall be setback a minimum of ten (10) feet from the edge of the highway right-of-way.

6. No sign, except a public sign, visible from a public street, shall use the words "stop," "danger," or any other word, phrase, symbol or character which could be interpreted by a motorist as being a public safety warning or traffic sign.

7. No light shall be permitted that by reason of intensity, color, location, movement or directions of its beam may interfere with public safety.

8. No sign shall be attached to any tree, utility pole or other object not intended for such use.

9. A portable sign shall be considered as any other sign and shall be subject to all regulations contained in this Law, including those with respect to placement locations. Notwithstanding this limitation and subject to these regulations, property owners may apply for and be granted a continuing permit for the placement of portable signs on a periodic basis for special events. Such applications shall be processed in the manner of Master Signage Plans as provided below. One-time placements of portable signs for special events shall be permitted pursuant to the temporary sign provisions hereof.

10. No sign shall exceed in height one-half its distance from the highway right-of-way, notwithstanding any other height limitation which may also be applicable.

G. **Master Signage Plans.** Business and property owners are strongly encouraged to submit Master Signage Plans for their properties, which plans shall specify the location, dimensions, type, design and number of all signs to be erected on the property. Such plans shall be prepared by a landscape architect, architect, sign designer, engineer or other qualified professional and shall identify existing signs, signs proposed for installation, anticipated future sign locations, temporary sign locations and the design criteria which shall apply to all signs to be erected on the property. These plans shall be adopted by the property owners, who shall agree that all signs to be constructed by them or any of their tenants or occupants shall comply with the standards therein. A Master Signage Plan may also be submitted for multiple properties provided they are contiguous.

All Master Signage Plans shall be submitted for approval to the Design Review Board which shall, in reviewing and acting upon the Plans, be guided by the design review criteria provided above. The Board, in acting upon a Master Signage Plan, may waive any of the standards contained herein relating to numbers or sizes of any signs other than pole signs, billboards and projecting signs, provided it is satisfied the Master Signage Plan will meet the review criteria and the specific purposes of this local law. When the Board has approved such a Plan, no further permits will be required for any sign which is in compliance with the Plan.

H. Other Sign Requirements.

1. Signs to provide for the normal and safe flow of traffic into and out of the place of business such as entrance, exit and parking signs shall be permitted in excess of the limitations provided herein. Such signs shall not be of a size greater than necessary for persons of normal visual acuity to observe.

2. Bus shelter signs shall be considered wall signs and be subject to all regulations pertaining to wall signs.

I. Temporary Signs. Political signs and signs advertising yard sales or comparable events which occur no more than two (2) times per year may be permitted within all districts without the necessity of obtaining permits but shall be limited to twenty (20) square feet each in surface area. Also, such signs shall be erected no sooner than forty-five (45) days before the event and shall be removed within seven (7) days after the conclusion of the event. Yard sales shall be advertised using signs for no more than twenty-one (21) days per year. Temporary signs shall not require Design Review Board action unless proposed for repeated placement.

J. Illumination. Where permitted, signs shall be illuminated only by a steady, stationary (excepting for indicators of time and temperature), shield light source directed solely at the sign, without causing glare for motorists, pedestrians or neighboring premises. The illumination shall not make the sign resemble traffic signals.

K. Non-conforming Signs. Existing non-conforming signs may be repaired, but shall not be relocated or increased in size. Such signs shall be removed within a period of five (5) years of the enactment of this Law, the property owner being presumed to have had sufficient opportunity during such time period to amortize the value of any investment in the sign. However, any non-conforming sign connected with a change of use, abandoned for sign purposes for more than ninety (90) days, damaged to the extent of 25% or more of the replacement cost value or illegally established, shall be immediately removed. In the event such a sign is not removed within thirty (30) days after written notice has been given to the owner of the sign or lessee of the land upon which the sign is located, the governing body may institute appropriate civil or criminal actions to prevent the violation, abate the nuisance and assess the costs associated therewith to the violator by attachment to the real property tax bill for the parcel in question.

L. Sign Maintenance.

1. No owner of any sign or lessee or owner of any land upon which the sign is located shall permit such sign to become unsafe, unsightly or in disrepair so as to endanger the public or to become a public nuisance as shall be determined by the Town Board. Also, any sign referencing a location, business, operation, service or product which no longer exists or continues to offer service to the public shall be removed within six (6) months of such discontinuance, unless a waiver shall be granted by the Town Board, as the case may be.

2. In the event such a sign is not repaired or properly restored or removed within thirty (30) days after written notice has been given to the owner of the sign or lessee of the land upon which the sign is located, the governing body may institute appropriate civil or criminal actions to remedy the violation, abate the nuisance and assess the costs associated therewith to the violator by attachment to the real property tax bill for the parcel in question.

M. **Sign Variances.** No variance with a respect to sign shall be granted by the Zoning Board of Appeals without first obtaining the recommendation of the Design Review Board. However, if no recommendation is received from the Design Review Board within thirty (30) days of its receipt of a copy of the variance application, the Board of Appeals may act without such recommendation.

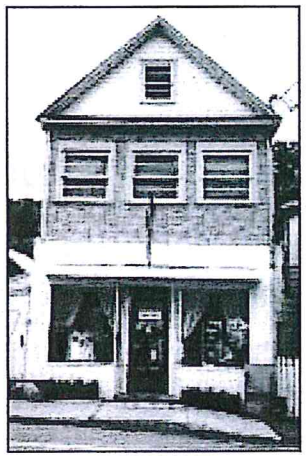
N. **Repeal of Previous Standards.** All those previously adopted sign standards found on the Schedule of District Regulations for § 126-7 to § 126-12.1 of this Law are repealed.

TOWN OF THOMPSON ZONING LAW § 126-28, SCHEDULE OF SIGN REGULATIONS

	Prohibited Signs	Signs Allowed Without Permits	Signs Allowed With Permits from Enforcement Officer	Maximum Sign Surface Surface Area Allowed for All Lot Signs Combined		Signs Permitted Upon Review by Design Review Board
				Freestanding	Wall Signs	
RESIDENTIAL DISTRICTS (AR, RR AND SR)	Roof signs Signs extending above the top or the end of exterior walls by any means Freestanding signs over 10 feet in height from grade level Portable sign structures Signs extending over public rights-of-way Signs resembling traffic signals or official traffic signs Signs unrelated to permitted uses on a property Signs not specifically allowed or permitted in this district Flashing, oscillating and neon signs and signs with spotlights directed away from the sign Revolving or moving signs	Two (2) non-illuminated real estate signs of sixteen (16) sq. ft. per front lot line Trespassing signs of two (2) sq. ft. Traffic directional signs of two (2) sq. ft. Two (2) contractors' signs of sixteen (16) sq. ft. per property Two (2) farm products or yard sale signs of twelve (12) sq. ft. Temporary signs of sixteen (16) sq. ft. which are erected not more than twice per calendar year for no more than 21 days each time. One (1) home occupation sign of four (4) sq. ft. (up to 8 sq. ft. if ground sign is used) One (1) folding sandwich board signs of twelve (12) sq. ft. per side Traffic directional signs	All other signs require Design Review Board approval.	One (1) sq. ft. per five (5) feet of lot frontage or fifty (50) sq. ft. total for both sides combined for all signs, whichever is less.	Five percent (5%) of the building facade area or twenty-five (25) sq. feet, whichever is less. No more than 10% of any single building face shall be occupied with signs, however.	Subject to maximum sign surface area limits for all signs combined, any sign may be permitted following review and approval by the Design Review Board using criteria found in §189-18 E, provided no sign shall exceed twenty (20) feet in height for any reason.
NEIGHBORHOOD COMMERCIAL DISTRICT (NC)	Roof signs Signs extending above the top or the end of exterior walls by any means Freestanding signs over 10 feet in height from grade level Portable sign structures Signs resembling traffic signals or official traffic signs Signs unrelated to permitted uses on a property Signs not specifically allowed or permitted in this district Flashing and oscillating signs and signs with spotlights directed away from the sign Revolving or moving signs	Two (2) non-illuminated real estate signs of sixteen (16) sq. ft. per front lot line Trespassing signs of two (2) sq. ft. Traffic directional signs of two (2) sq. ft. Two (2) contractors' signs of sixteen (16) sq. ft. per property Two (2) farm products or yard sale signs of twelve (12) sq. ft. Temporary signs of sixteen (16) sq. ft. which are erected not more than twice per calendar year for no more than 21 days each time. Incidental commercial signs of one (1) sq. ft. Replacement banners erected under Master Signage Plan. One (1) home occupation sign of four (4) sq. ft. (up to 8 sq. ft. if ground sign is used) Two (2) folding sandwich board signs of twelve (12) sq. ft. per side Barber poles	Two temporary or event advertising signs of thirty-two (32) sq. ft. erected no sooner than 45 days before an event and removed no later than 7 days following it. Non-event banners limited to 60 days each and thirty-two (32) sq. ft. total for all banners at any one time. Replacement banners erected under Master Signage Plan require no permits.	One (1) sq. ft. per one (1) feet of lot frontage or seventy-five (75) sq. ft. total for both sides combined for all signs, whichever is less.	Ten percent (10%) of the building facade area or fifty (50) sq. ft., whichever is less. No more than 25% of any single building face shall be occupied with signs, however. Multiple business locations on a single property with a commercial directory shall each be limited to twenty-five (25) sq. ft. sign surface total.	Subject to maximum sign surface area limits for all signs combined, any sign may be permitted following review and approval by the Design Review Board using criteria found in §189-18 E, provided no sign shall exceed twenty (20) feet in height for any reason. Any neon sign or sign placed upon a canopy shall also require review.
ALL OTHER COMMERCIAL/INDUSTRIAL DISTRICTS (GI, HC AND E)	Roof signs Signs extending above the top or the end of exterior walls by any means Freestanding signs over 10 feet in height from grade level Portable sign structures Signs resembling traffic signals or official traffic signs Signs unrelated to permitted uses on a property Signs not specifically allowed or permitted in this district Flashing and oscillating signs and signs with spotlights directed away from the sign Revolving or moving signs Signs extending over public rights-of-way	Two (2) non-illuminated real estate signs of sixteen (16) sq. ft. per front lot line Trespassing signs of two (2) sq. ft. Traffic directional signs of two (2) sq. ft. Two (2) contractors' signs of sixteen (16) sq. ft. per property Two (2) farm products or yard sale signs of twelve (12) sq. ft. Temporary signs of sixteen (16) sq. ft. which are erected not more than twice per calendar year for no more than 21 days each time. Incidental commercial signs of one (1) sq. ft. Replacement banners erected under Master Signage Plan. One (1) home occupation sign of four (4) sq. ft. (up to 8 sq. ft. if ground sign is used)	One commercial directory sign of twenty (20) sq. ft. per side plus individual business signs of ten (10) sq. ft. each. Not to exceed eight (8) feet high. Replaces other freestanding signs but not wall signs. Two temporary or event advertising signs of thirty-two (32) sq. ft. erected no sooner than 45 days before an event and removed no later than 7 days following it. Non-event banners limited to 60 days each and thirty-two (32) sq. ft. total for all banners at any one time. Replacement banners erected under Master Signage Plan require no permits. Free-standing billboards signs of six-hundred-seventy-two (672) sq. ft. per sign face if sited for visibility from Route 17, or three-hundred (300) sq. ft. if sited for visibility from other highways, provided such signs are located within three-hundred (300) feet of the edge of right-of-way, are not over over thirty (30) feet in height above road grade, are at least one-thousand (1000) feet apart and at least one-hundred (100) feet from any residence or place of worship.	One (1) sq. ft. per two (2) feet of lot frontage or one-hundred (100) sq. ft. for both sides combined for all signs, whichever is less.	Ten percent (10%) of the building facade area or one-hundred (100) sq. ft., whichever is less, provided that multiple business locations on a single property with a commercial directory shall each be limited to twenty-five (25) sq. ft.. No more than 25% of any single building face shall be occupied with signs.	Subject to maximum sign surface area limits for all signs combined, any sign may be permitted following review and approval by the Design Review Board using criteria found in §189-18 E, provided no sign shall exceed twenty (20) feet in height from the grade level or twelve (12) feet above the grade level of the road crown, except for billboards which may be up to thirty (30) feet high, and those those signs advertising fuel and lodging which are situated to be visible from Route 17. Neon striping or other similar brightly painted strips or building borders which are used to highlight or extend a sign shall not be counted in the sign surface area but shall be subject to review.

APPENDIX C
Broadway Design Guidelines

The following are excerpts from a separate document entitled *The Broadway Project - Program and Design Guide*, which report was developed as part of this Comprehensive Plan project and for the specific purpose of stimulating interest in a revitalization program for the Broadway area of the Village of Monticello. That program is now up and running with the cooperation of the Sullivan County Main Street Redevelopment Center (MSRC) and represents an implementation activity underway prior to completion of the Plan.



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NOTE: Several photos represent MSRC projects in Sullivan County after 1999. They are included in this reprinting of the guidelines to demonstrate implementation.

INTRODUCTION

The Village of Monticello and the Town of Thompson have, over a period of years and with the decline of the large resort industry, experienced poor economic conditions. This has led to visual blight not conducive to growth or economic development. Older buildings which might well be important resources to a revitalized tourism industry have been used inappropriately and allowed to deteriorate while new development has often proceeded with little regard to aesthetics or good design principles, giving the overall impression that the community does not care.

The community does care, and several recent initiatives have been taken by the Town and Village, County government, Sullivan First and the Thompson-Monticello Joint Comprehensive Plan Committee to turn things around. Specific clean-up and

revitalization projects have been planned and undertaken, public education efforts have begun in earnest, new regulations regarding such matters as sign control have been adopted and three different financing programs to assist business owners in improving the appearance of existing storefronts have now been arranged.

BEFORE

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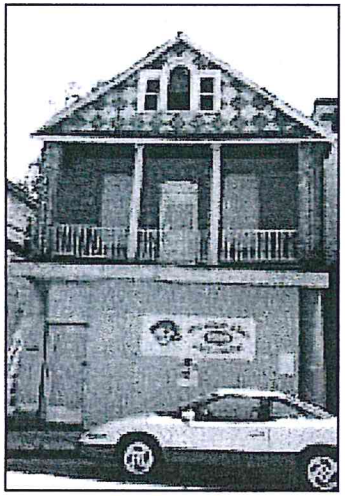
This is all part of **THE BROADWAY PROJECT** and the Village of Monticello, together with the Thompson-Monticello Joint Comprehensive Plan Committee have developed this program. Generous assistance and funding are also being made available by the Industrial Development Agency of Sullivan County, the Community Bank of Sullivan County and the Sullivan County Main Street Redevelopment Center.

Furthermore, the Center has graciously agreed to manage the project with help from the Village. It is hoped and anticipated that other financial institutions will join in making loan finds available and various enterprises will donate money to the project for use in the Challenge Grant program.

HISTORY AND BACKGROUND

Critical to the revitalization of Broadway is a set of design guidelines to ensure improvements to existing buildings and new development do not repeat the mistakes made over the last several decades as a vital shopping area has been usurped of its character and appeal. Photographs from the early part of this century depict a

Broadway with landscaping, with architectural integrity, strong visual appeal and, most importantly, people who felt comfortable in walking its sidewalks and exploring its businesses.



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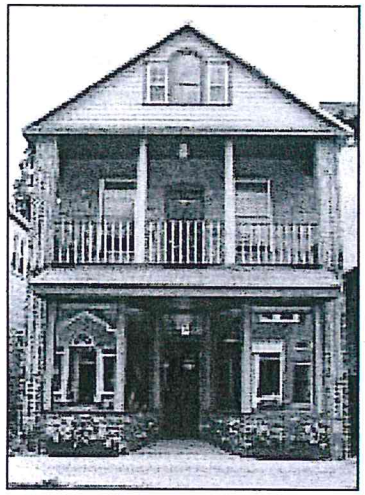

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Today much of this is lacking and as commercial development has spread out into the Town, quality has been sacrificed to expedience. This is evident in the many poorly designed storefronts which have gradually obfuscated the beautiful architecture above and it is perhaps even more evident in new development which has taken place over the last 30 years. Little or no attention has been paid to aesthetics, architecture, design, landscaping or preservation of the natural environment.

The Town and Village clearly possess the authority to deal with these matters but there have been no clear guidelines or professional standards by which local officials, however well intentioned, could know how to evaluate and condition development proposals so as to achieve consistency and quality. These are very much needed and, especially now, as a push is made to clean-up and finance improvements.

The guidelines which follow are intended to supply standards, educate and serve as a resource to developers, business persons and property owners. An example of what can and should be done is also provided in a streetscape plan developed for the Thompson-Monticello Joint Comprehensive Plan Committee by Kenneth Goldfarb, a Monticello Architect. This plan, prepared for the north side of the 200 block, is a

representation of what Broadway could be once again and it is this general concept which has been endorsed by the Committee. The Design Guidelines are intended to help bring it about.

BEFORE

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STOREFRONT GUIDELINES

The publication "Keeping Up Appearances," produced by the National Trust for Artistic Preservation in the United States, provides well-illustrated guidelines for storefronts which will be applied in this program. Provided below are key elements of these as they relate to storefronts in the Village and along Broadway:

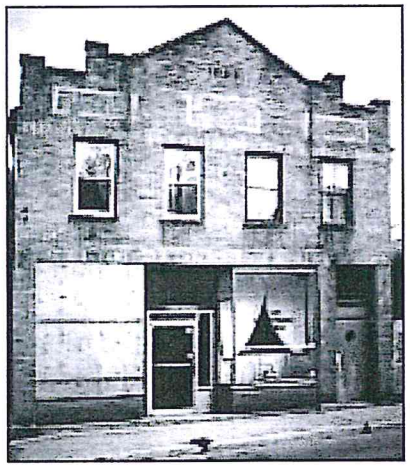
SIGNAGE

- Use professional sign painters.
- Take advantage of the natural sign board built into the facade (typically a horizontal lintel below the storefront cornice).
- Keep the sign simple, with lettering and logo 8"-18" in height and occupying no more than 60% of the sign area.
- Use colored borders where appropriate to emphasize and highlight the message.
- Use dark colored background with light letters for greatest effect.

- Use lighting external to the sign. Goose neck spot lighting does the best job.
- Avoid high-intensity, flashing, or moving lighting and internally lighted plastic signs.
- Use no more than 2-3 colors in the sign and ensure they coordinate with and complement the building color scheme.
- Use traditional materials such as wood, wood letters, gold leaf and paint, with wood or plastic moldings.
- Avoid plastic signs and letters except for 3-dimensional black plastic or gold leaf imitation.
- Paint signs on prepared signboard, carve/rout from wood or paint directly to storefront glass.
- Preserve existing historical painted wall signs (even restore where appropriate).

WINDOWS

- Retain size and style configurations of original bays, including detail.
- No tinted windows - maintain transparency.



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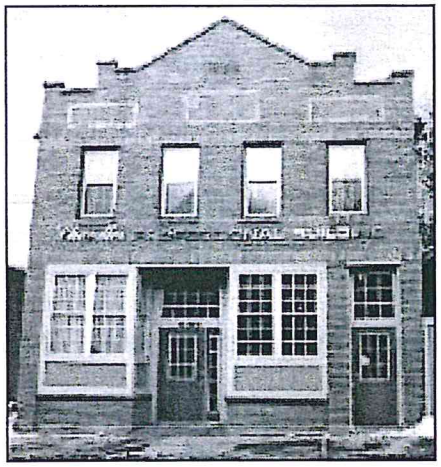

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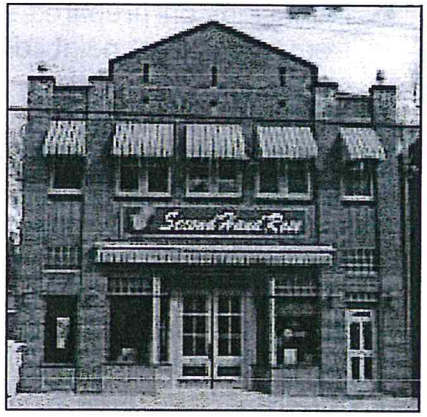
- Use store windows matching in size and style.
- Place storm windows on the inside of arched window bays.
- Make window frames darker color to highlight transparency.
- Encourage traditional window treatments such as curtains on upper floor windows but not at the storefront level.

BEFORE

DOORS

- Retain original doors where possible.
- Use fully transparent storm doors.
- Paint storm door trim the same color as storm doors.
- Retain original hardware.
- Ensure security systems and locks do not mar or clutter a door's appearance.
- Paint kickplates brass or black and avoid unpainted aluminum.
- Place building numbers on the upper top of the door or transom using brass metal numbers of gold leaf, black or white paint. Numbers should be no larger than 4" in height.



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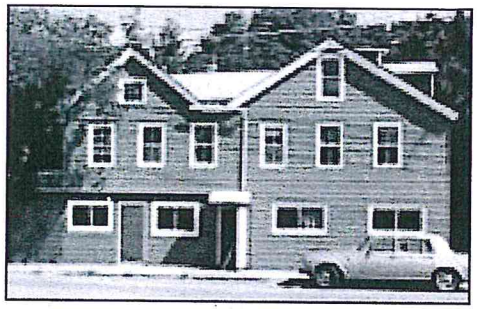
ARCHITECTURAL DETAIL



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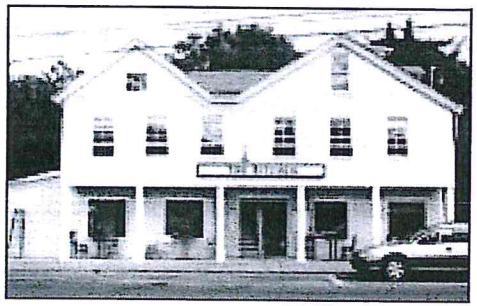

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- Retain or replicate original historical and architectural details.
- Use older photos to choose materials of matching original size, style and detail configuration to original.
- Design new buildings, enclosures and in-fill buildings in keeping with the original architecture.
- Avoid the use of security grills which are not blended into the building architecture.

WINDOW BOXES

- Use wood boxes no higher or deeper than 8".
- Use liners to limit water damage to buildings.
- Place at the base of a window and stain or paint to match building colors or use traditional green.

WOOD

- Replace clapboard with same profile board.
- Replace trim and molding with similar materials to retain building proportions.

- Avoid the use of aluminum, vinyl siding or T1-11, half logs and untrimmed rough sawn wood siding.

- New buildings should use clapboard and trim in keeping with original or traditional downtown buildings. Avoid use of stucco.

BEFORE

AFTER

PAINTING

- Use latex paint (does not fade and breathes better) on top of alkyd primer.

- Prime, sand and prime again old surfaces to remove "raised wood."

- Use high-quality semi-gloss paint (cleans better and holds less dust and auto exhaust).

- Use three traditional colors to highlight key features of the building facades:

  1. Base or natural brick for upper walls and piers.

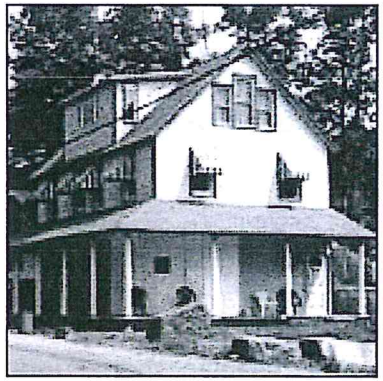
  2. Major trim color (building cornice, sills, window frames, storefront cornice, columns and bulkheads).

  3. Minor trim color (window sashes, doors, selective cornice and bulkhead details) - usually dark.

AWNINGS

- Use canvas or similar material compatible with building age and architecture.
- Ensure that stationary awnings project no more than five (5) feet from facade and retractable awnings are at least 12" from the curb.
- Maintain height of at least 7'2" above sidewalk.
- Avoid vinyl or aluminum for body of awning.
- Use traditional colors that complement building color scheme and adjacent buildings.
- Employ a shed-roof style where possible.
- Use awnings to effectively disguise inappropriate storefront alterations.
- Use awnings to reinforce the frame of the storefront and avoid covering piers or the space between the second-story window sills and storefront cornice.

BEFORE



AFTER

MASONRY

- Avoid abrasive cleaning - use gentlest method possible (less than 500 psi).
- Install replacement bricks in original pattern.

- Use brick matching original in color, size, texture and pattern when doing expansions.
- Avoid use of cinder blocks and perma-stone. Stay with traditional masonry facades.
- Avoid painting brick unless painted previously.
- Avoid repointing of old bricks with mortar of high portland cement.
- Use same color mortar.

LANDSCAPING AND NEW DEVELOPMENT

Some projects may involve new construction and many will require landscaping. The following guidelines will be applied in those instances and should be used with all new development:

- A landscape plan will be required whenever there could be a significant impact on the natural environment, adjoining landowners or the view from a public highway,
- The plan should indicate how existing vegetation will be preserved and how building materials, colors, and textures will be blended with the natural landscape to enhance rather than detract from aesthetic character of the area.

- The plan should provide visual depictions of the existing and proposed landscape from the perspective of persons who will view the site from the highway or adjoining properties.

- The plan should identify specific locations, varieties and sizes for all proposed plantings.

- A licensed landscape architect or other design professional qualified to prepare a landscape plan should be used and the plan should consider all man-made and natural features having a bearing on the landscape.

- Landscaping should be used to delineate or define vehicular and pedestrian ways and open space.

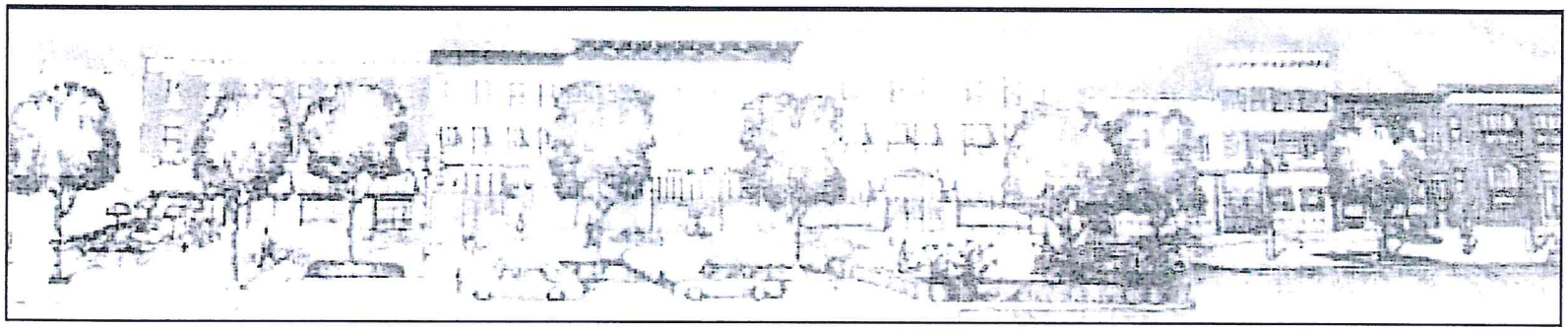
- Plant material of complementary character to buildings, structures and native plant species and of sufficient size and quality to accomplish the intended purposes should be used.

- Landscaping should be used to effectively buffer the activity from adjoining land uses and soften the impact of other site development as contrasted with the natural environment.

- Materials which, as a minimum, are winter hardy to Climate Zone 4 and capable of being easily maintained should be used.

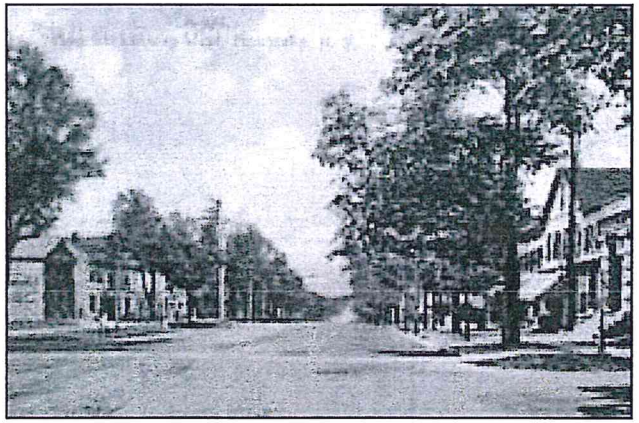
BROADWAY'S FUTURE

While assemblying these design guidelines and developing the Broadway Project, the Committee spent a considerable amount of time studying Broadway to identify its strengths and weaknesses. This included putting together a photographic panaroma of the north side of the street to pinpoint improvements which could be made to enhance the character of individual buildings. A key block was selected (Napoli Pizza to Key Bank) and a member of the Committee, Architect Kenneth Goldfarb, prepared a streetscape plan for this space. A reduced scale version of this plan follow. It is intended to illustrate the potential of Broadway and the manner in which the Design Guidelines should be applied.



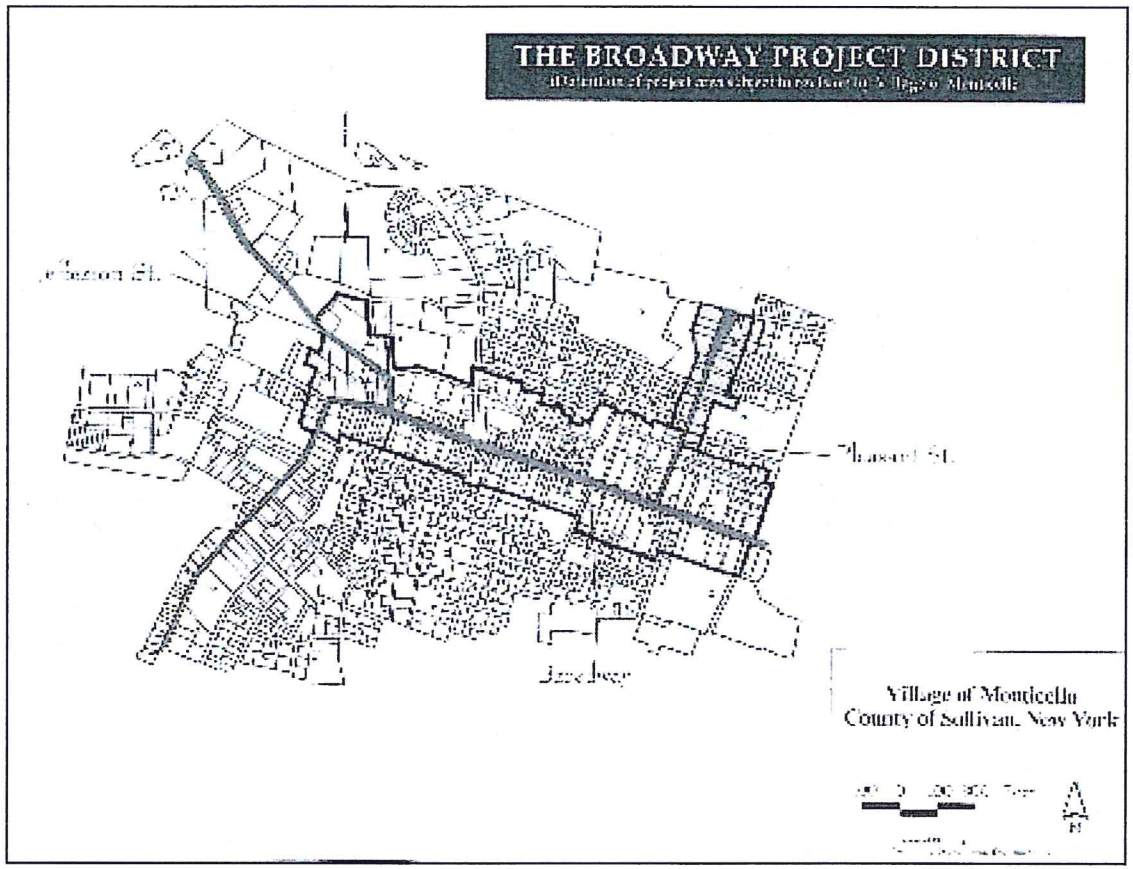
The streetscape plan suggests how Monticello might take advantage of its wide sidewalks to create more activity on Broadway and, thereby, stimulate revitalization. It demonstrates how to capitalize on existing architectural features without incurring great expense, proving that, in many cases, less is more. It also shows the value of street trees in providing enclosed spaces - spaces which make shoppers and visitors

more comfortable strolling the sidewalks and restoring community life to Broadway. A contrasting of this plan with the existing buildings and with other blocks clearly illustrates that the charm Broadway offered in the earlier part of the twentieth century can be restored in the twenty-first. The block selected, of course, exhibits great potential because it enjoys buildings of substantial and interesting construction. Other blocks may prove more difficult, but the contrast can also be that much greater in terms of improvements, if merchants and building owners will make the effort.



The effort will, the Committee hopes, be spurred by programs of assistance it has developed in cooperation with the Industrial Development Agency, the County Main Street Redevelopment Center and private institutions such as Community Bank of Sullivan County who have agreed to make loan funds available. The Committee's work and the streetscape plan it produced have already accomplished much because it was this material which the County used to help secure funding for the Main Street Redevelopment Center and its Challenge Grant program. Several business owners have, at this writing, made application for assistance. That assistance is generally available within the Broadway Project District identified on the map following.

The streetscape plan was included in the 1997 Rebuilding Sullivan County report delivered to Governor Pataki and received the attention of the New York State Department of Transportation. The Department has now, as a result, approved a Broadway reconstruction project which may include a number of streetscape improvements such as undergrounding of utilities, sidewalk enhancements and similar features. The scope of this project will be refined during planning.


THE BROADWAY PROJECT DISTRICT
Village of Monticello
County of Sullivan, New York

APPENDIX D
Hamlet Design Guidelines

TOWN CHARACTER

Rural and vacation communities typically exhibit two distinct characters: a combination of country-side and hamlets. The hamlets are compact, buildings are close together, and there is a variety of activities. The limits of the hamlets are clear; beyond their borders the buildings are further apart and the open countryside begins. These guidelines are intended to encourage development which follows that existing pattern.

PATTERN OF NEW DEVELOPMENT

Guideline

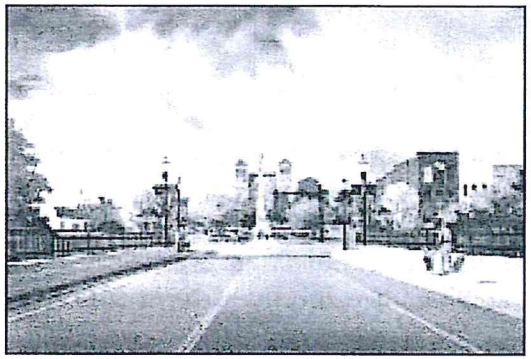
The preferred location for new growth is in the hamlets. New development should extend the existing close-knit pattern of small lots, mixed-uses, interconnected streets and walkable neighborhoods.

Discussion

The dense, walkable neighborhoods of the hamlets can accommodate a significant number of new housing units and businesses without destroying their essential character if new development is consistent with the existing patterns.

Large lot, suburban style development disrupts the character of hamlets, drives up the

cost of housing, and consumes open space.



Small lots, town houses, small apartment buildings and mixed use buildings all help to maintain the density, vitality and affordability of the hamlets.

LANDMARKS

Guideline

Wherever possible, public buildings, monuments and parks should be located at important intersections at the end of streets. In new developments prominent sites should be reserved for civic buildings.

Discussion

Landmarks serve as major points of orientation in a hamlet.

Street vistas should terminate at public destination points.

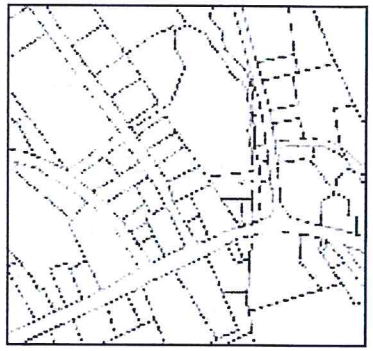
STREET PATTERN

Guideline

New streets should be interconnected in clear, direct and understandable patterns. New streets should connect to existing streets wherever possible.

Dead end streets and curved streets are appropriate only in response to topography.

Discussion



Simple, straight streets provide the shortest and most direct paths and make destinations visible. A direct and understandable street pattern encourages walking within a neighborhood. Multiple travel paths disperse traffic and allow for narrower and safer streets.

Curvilinear cul-de-sacs increase travel distances, gas consumption, and asphalt surfacing while discouraging walking. All trips load the same principal roads, increasing traffic and requiring wider loads.

STREET WIDTH

Guideline

Streets within a hamlet should be as narrow as possible while accommodating cars, service and emergency vehicles. An example would be an 18-foot travel way with 8-foot shoulders for on-street parking on both sides. Streets should be designed for slow speeds and pedestrians, with sidewalks along at least one side.

Discussion

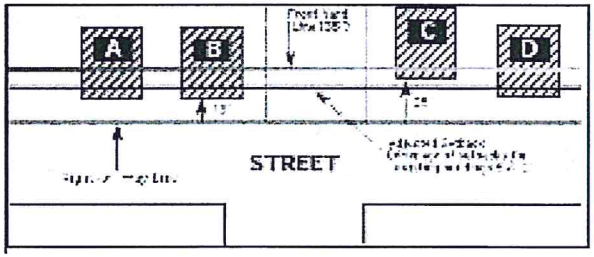
Narrow streets slow traffic and encourage walking and the use of the street as public space.

Road specifications based on suburban conditions should be amended to allow for appropriate hamlet development.

BUILDING ALIGNMENT

Guideline

Consistent setbacks from the street are strong encouraged. New buildings on a street should conform to the dominant setback. Build-to lines should be designated on new streets.



Building faces should be parallel to the street with major roof ridges either parallel or perpendicular to the street where this is consistent with existing patterns.

Discussion

When buildings line up along a street, this line creates a defined edge to the public space which contributes to the hamlet's traditional character.

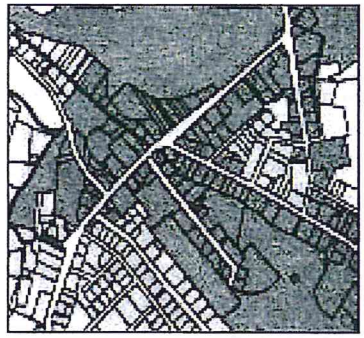
Parallel or perpendicular relations between buildings and the street are typical of most hamlets. The building alignment with the street edge combines with the sidewalks and the rows of trees to create a canopied corridor.

LOT SIZE AND DIMENSION

Guideline

Variations in lot sizes are encouraged. Lot frontage for detached houses in the hamlet centers should be between 40 and 80 feet. On longer frontages, houses should be

sited so as to allow future property subdivision in conformance with this guideline. Rear lots can be accessed with 15 feet of street frontage.



Discussion

The typical hamlet street has a variety of lot sizes. This allows a range of house sizes and affordability. Small frontage dimensions preserve the walkability and spatial character of the hamlet streets.

ON-STREET PARKING

Guideline

Parallel parking at the street should be provided within the hamlets on all major streets.

Minor streets should be built with gravel shoulders for parking. Major streets should count toward meeting non-residential parking requirements.

Discussion

Parked cars on the street help to slow traffic, reduce the need for parking lots and offer convenient parking. Just as importantly, they encourage pedestrian use of the hamlets by dispersing vehicular parking and creating a safety buffer between the sidewalk and the public street.

GARAGES AND DRIVEWAYS

Guideline

Detached garages to the rear of houses are encouraged. Garages should be located so that cars parked outside will not project beyond the front building line.

Curb cuts for residential driveways should be no wide than 12 feet.

Discussion

The pattern of detached garages behind houses keeps the street from being dominated by garage doors and curb cuts and makes narrower lots possible. The character of pleasant, walkable streets can be preserved if garages are set back.

ALLEYS

Guideline

Alleys should be used for access to parking lots behind buildings with a mix of uses and for access to garages behind narrow lots and attached residences.

Discussion

Alleys facilitate access to garages behind houses and allow narrow lots and attached houses to have garage access. They also allow more on-street parking by eliminating driveway curb cuts.

STREET TREES

Guideline

Streets within the hamlets should be lined with trees. Existing trees should be preserved. Dead trees that are within 20 feet of the pavement should be replaced with new trees.

On new streets, indigenous species with broad canopies and 4" minimum caliper trunks should be planted at 20 to 30 foot intervals.

Street trees can be planted within the first 10 feet of the front yard, in a tree lawn between sidewalk and street, or in the shoulder when designed to break up on-street parking areas.

A variety of native species should be used.

Discussion

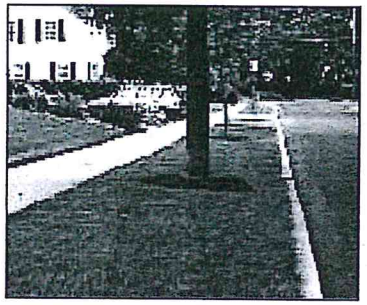
In the historic hamlets, street trees announce the beginning of the hamlets and give special character to neighborhood streets. They also soften the appearance of buildings and other structures in commercial areas.

Street trees provide summer shade and reduce heat build-up from asphalt areas.

Trees and shrubs add variety to the streetscape and help distinguish public from private spaces.

SIDEWALKS

Guideline



Sidewalks are recommended within hamlets. They should be 5 feet wide except on commercial streets where they should be 8 to 16 feet wide. On low traffic or one way streets, with one lane of parallel parking, sidewalks should be on the parking side. Their design should accommodate person in wheelchairs as well as push carts and baby carriages.

Discussion

Sidewalks encourage walking in the hamlets.

PORCHES

Guideline

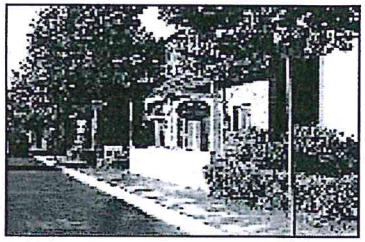
Front porches are encouraged. They may encroach into the front setback.

Discussion

Front porches create a semi-private zone at the front of the house along residential streets. This zone encourages socializing along the street and adds architectural interest for both residents and other pedestrains walking through the neighborhood. On mixed use streets, porches or canopies offer weather protection and an intimate scale for pedestrian activity.

FENCES, WALLS, AND LANDSCAPE SCREENS

Guideline



Fences, low walls up to 4 feet high, and landscape screens are encouraged along front property lines within the hamlets, especially where the continuity of buildings is interrupted by a vacant lot, a parking lot, or a building set back farther than the build-to line. Landscape screens should be set far enough back from the sidewalk to avoid encroachment when the screens grow to full size.

Discussion

Fences, low walls and hedges define walkways, give pedestrian scale to the street, and maintain the historic character of hamlets. Chain link fences and high hedges create unfriendly barriers.

PARKING LOTS/DRIVE THROUGHS

Guideline

Small parking lots within a hamlet should be located to the rear of buildings or, if that is not possible, to the side with the lot screened from the street. Parking lots should contain no more than necessary to satisfy 85% of the anticipated peak demand. Wherever possible rear lots should be linked by alleys.

Parking lots should have permeable surfaces wherever possible. Curb cuts and interruptions of the pedestrian space should be kept to a minimum. Connect parking

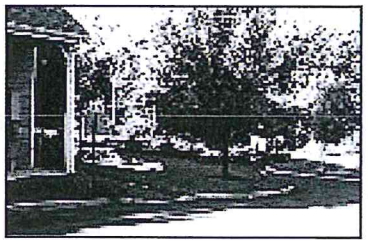
lots with alleys wherever possible. Gas stations and drive-throughs should conform to parking lot and curb cut requirements.

Discussion

Wide curb-cuts and large parking lots destroy the scale and pedestrian continuity of the hamlets. Permeable surfaces for lots reduce runoff and environmental damage. Connected lots are convenient and reduce congestion on mixed use streets. Drive-throughs and gas stations can be convenient for cars without ruining the pedestrian space.

PARKING ON CORNER LOTS

Guideline



Corner parking lots are discouraged. If unavoidable, corner lots should use buildings, trees and sidewalks to define the street corner. Curb cuts should be minimized and kept away from the corner. Parking lots should be screened from the street by buildings and vegetation.

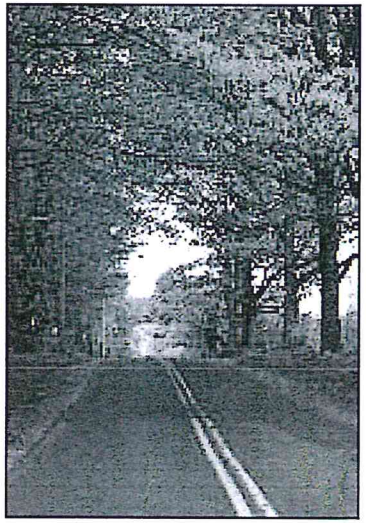
Discussion

Street corners are an important point of activity in a hamlet and should be designed as pedestrian places. Strong corners make crossing the street easier and safer.

These guidelines adapted from ***Hamlet Design Guidelines*** manual published by New York State Planning Federation (**www.nypf.org**).

APPENDIX E
Rural Design Guidelines

INTRODUCTION

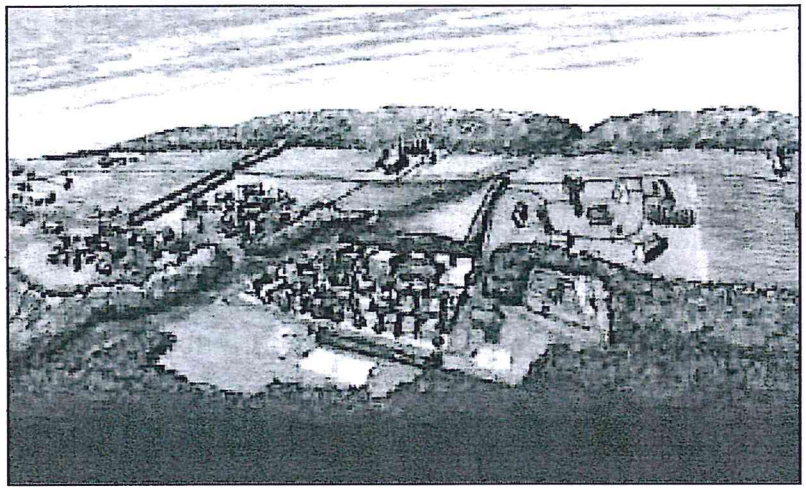


Most zoning laws that affect rural land have been copied from suburban areas. The form and pattern of development that they prescribe is suburban, characterized by single-use districts, monotonous, uniform subdivisions that overrun the landscape, and strip commercial development along highways. Most of the land developed around American cities since World War II has followed this suburban formula. Ironically, most rural residents do not favor this pattern, though their zoning laws usually mandate it.

In order to make land use regulation fit rural needs and traditions it is necessary to "re-invent" rural zoning. These guidelines show how such reinvented rural zoning would apply to typical tracts of rural land. The underlying principles of such zoning are listed at the end of this introduction.

It is common for municipal comprehensive plans to call for concentrating developments in existing hamlets, while maintaining an open, largely undeveloped landscape in the rural countryside. The two most common objects to implementing this type of plan are: (1) fear that it will abridge rural property owners' rights and (2) fear that it will destroy the character of the hamlets through over-development.

As a result, most communities adopt "strip and sprawl" zoning in an attempt to be fair to rural landowners and to respond to anti-development sentiment among hamlet residents. The zoning then conflicts with the vision of the Comprehensive Plan.



There are alternative approaches. Zoning can actually give rural owners more choices in the use of land while still protecting open space. A companion document (see Appendix D) illustrates principles for hamlet development that allow growth while maintaining historic character.

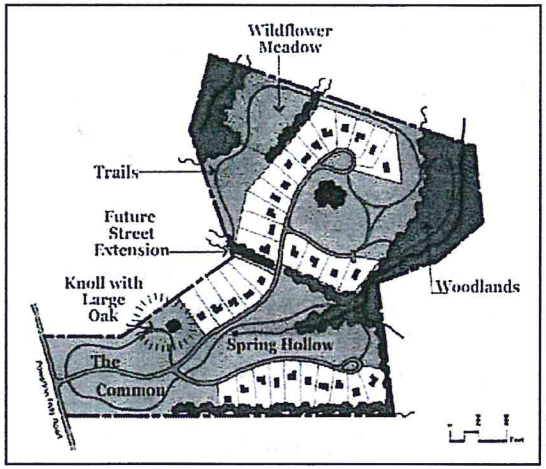
The focus outside hamlets should be on maintaining the traditional settlement pattern of the countryside while allowing compatible growth and a range of choices in the use of land. Typical zoning laws limit rural land uses to either agriculture or "cookie-cutter" residential subdivision. The zoning illustrated here allows a wide variety of non-residential uses of land, as well as flexibility in the layout of residential development.

In addition to principles of rural zoning, these guidelines contain general siting principles to help landowners and reviewing boards plan projects that fit into the rural countryside. Examples of alternatives to suburban development are offered. These are intended as illustrations only. The unique topography, vegetation, and other natural and man-made features of each parcel should guide the planning process for that site. The relationship of each parcel to its surroundings should also be considered.

Effective rural zoning departs from conventional zoning in four major respects:

1. It allows a wide variety of uses by special permit, with performance criteria governing the issuance of special permits. These criteria favor small-scale uses of

many kinds, as long as they have a minimal impact on the surrounding area.



2. It makes open space planning a central focus of development approvals by requiring a conservation analysis of land subject to development. Whenever a parcel is developed, "land of conservation value" must be preserved by conservation easement.

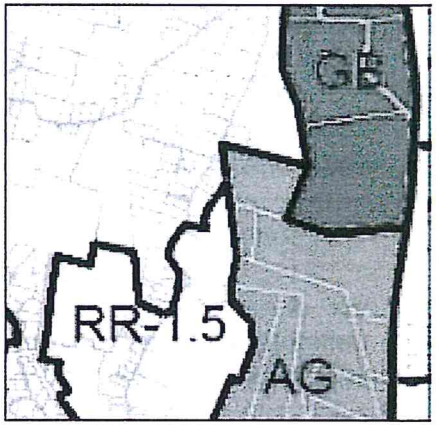
   In return for preserving open space, the landowner is allowed broad development flexibility on the land that is developed. Lots in such "flexible lot subdivisions" may be of any size that satisfies health codes. Maximum density is established by submitting a conventional subdivision plan that is used to determine the lot count.

   While the conventional plan is allowed "by right" under most suburban zoning regulations, it is strongly discouraged in this case in favor of the flexible lots with open space conservation.

3. It requires that where development occurs in concentrations significantly greater than those currently present in the countryside, the development will follow the traditional patterns of a rural hamlet. These patterns are described in the companion document, "Appendix D - Hamlet Design Guidelines."

4. It prohibits strip commercial development, providing instead that commercial uses either be integrated into mixed use hamlets or, if they are of a scale or type that does not make a good close neighbor, isolated and buffered on large rural parcels of land.

PRINCIPLES OF RURAL ZONING



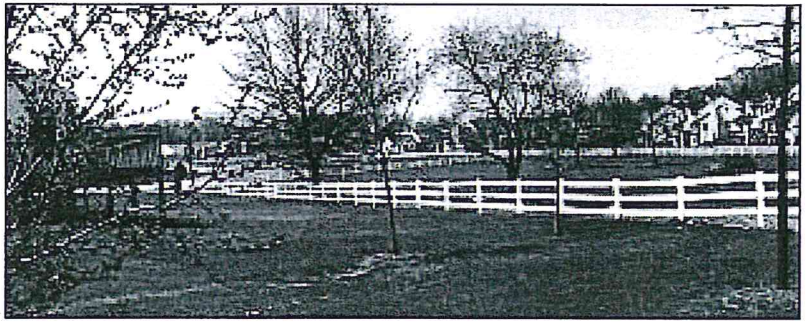
A good zoning law should do three things:

- Protect what is important to a community, while encouraging needed development that is compatible in character.
- Offer a streamlined review process for small-scale development.
- Provide for thorough, comprehensive, and efficient review of large projects.

The basic principles of rural zoning are as follows:

1. **Impact is more important than use.** Rural zoning should permit a wide variety of uses, but subject them to performance standards which are used by the Planning Board or Zoning Board of Appeals to determine whether or not a use should be allowed by a special permit in a particular location. This maintains the sound rural tradition that landowners have flexibility in land use, as long as they do not negatively affect their neighbors or the town. With a choice of uses, landowners can make a living on their land without having to resort to large-scale residential development. Neighbors should have significant opportunity to affect the uses around them by participating in an informal mediation process, as well as in formal and informal hearings.

2. **Density is more important than lot size.** Most conventional zoning determines the number of units allowed on a parcel by setting minimum lot



dimensions for each district. This leads to suburban-style subdivisions with uniform lots that permanently alter the character of a rural area by increasing its population and changing the landscape.

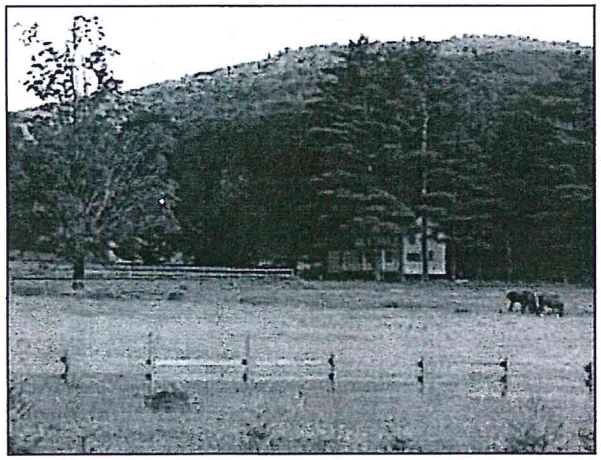
Although areas that are not designated for intensive hamlet development need to maintain low densities, they do not need to have large minimum lot sizes. Large lots simply consume the landscape faster than small lots.

Therefore, rural zoning should separate density from lot size, allowing very small lots as long as overall density is maintained.

3. **Design is more important than density.** The impact of development and its profitability for the landowner are not simply a "numbers game." Attractive, well-planned low density developments are often more profitable than high-density ones. Well-planned high-density developments may fit in better with the town's character than low-density sprawl development. Good design and flexible planning are often more important than density to both the landowner's bottom line and a town's attractiveness.

4. **The countryside should remain largely undeveloped, but not at the expense of the land's economic value.** By allowing a range of uses in the rural areas, landowners can make a living on their land. If they choose to develop the land, they should have several options for compatible development. This enables

a town to fulfill its goal of preservation of rural land, while allowing a fair return to the landowner. Rural zoning should contain incentives for keeping private land undeveloped, such as density bonuses, the use of unpaved private roads, and the option of selling development rights for use in other areas. Non-zoning incentives might include leasing development rights to help offset property taxes on rural land.



5. **Development should be concentrated in and near existing hamlet centers, following the traditional pattern and layout of the hamlets.** Significantly higher densities should be allowed within these limited areas. Street and lot layout principles should establish how these areas are to develop so that they will maintain their traditional rural small-town feeling.

6. **Development should meet design standards that maintain local community character.** Back when everything was built by local contractors using local materials, towns had a special look and feel to them. Now that builders and developers, and the materials and architecture they use, come from all over the place, that distinctiveness of a place is gradually being lost to a standardized form of development found throughout suburban America. A rural zoning law should contain guidelines and plans for ensuring that new development is compatible, and does not create "Anywhere, USA."

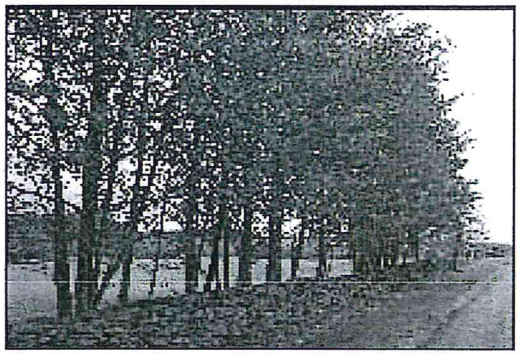
7. **Reviewing boards should have discretion to allow what fits into the community, to prohibit what does not, and to condition approvals to make sure that proposed development is appropriate.** Instead of having

rigid use and bulk requirements, the reviewing board should have the flexibility to work with applicants and neighbors to come up with plans that fit the town. This should be done using definitive guidelines as a basis for well-reasoned decisions. The reviewing board also should have the authority and resources to make sure that such plans are properly implemented.

8. **Small-scale projects need less complicated review than large-scale ones.** Elaborate review is necessary for complex projects, but there is no need to subject three-lot subdivisions or small shops to the same process as a major expansion of the village. However, even small-scale development should satisfy generally accepted design principles to fit into the character of the community.

GENERAL RURAL DEVELOPMENT PRINCIPLES

The following guidelines are recommended for subdivisions and the siting of residences, businesses and accessory structures.



1. Wherever feasible, retain and re-use old farm roads and country lanes instead of constructing new roads or driveways. This minimizes clearing and disruption of the landscape and take advantage of the attractive way that old lanes are often lined with trees and stone walls. (This is not appropriate where re-use of a road would require widening in a manner that destroys trees or stone walls.)

2. Preserve stone walls and hedgerows. These traditional landscape features define outdoor areas in a natural way and create corridors useful for wildlife. Using these feature as property lines is often

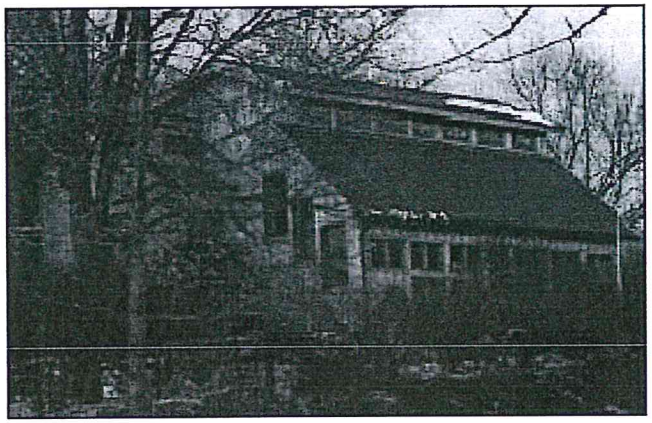
appropriate, as long as setback requirements do not result in constructing buildings in the middle of fields.

3. Avoid placing buildings in the middle of open fields. Place them either at the edges of fields or in cleared areas next to the fields. Septic systems and leach fields, however, may be located in fields.

4. Unless buildings are designed traditionally and located close to the road in the manner historically found in the town, use existing vegetation and topography to buffer and screen them.

5. Minimize clearing of vegetation at the edge of the road, clearing only as much as necessary to create a driveway entrance with adequate sight distance. Use curves in the driveway to increase the screening of buildings.

6. Site buildings so that they do not protrude above treetops and crestlines of hills seen from public places and roads. Use vegetation as a backdrop to reduce the prominence of the structure. Wherever possible, open up views by selectively cutting small trees and lower branches of large trees, rather than by clearing large areas or removing mature trees.



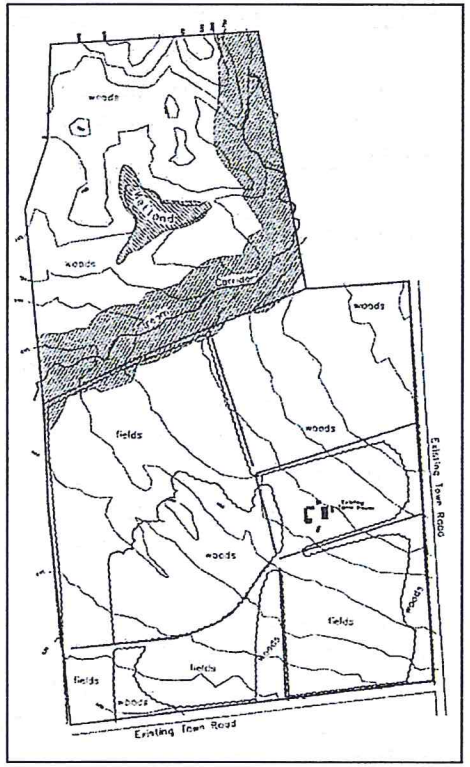
7. Minimize crossing of steep slopes with roads and driveway. When building on slopes, take advantage of the topography by building multi-level structures with entrances on more than one level (e.g., walk-out basements, garages under buildings), rather than grading the entire site flat. Use the flattest

portions of the site for subsurface sewage disposal systems and parking areas. Use best management practices for erosion and sedimentation control, as recommending by the County Soil and Water Conservation District or other natural resource agencies.

ILLUSTRATIVE DEVELOPMENT PLANS - 200 ACRE PARCEL

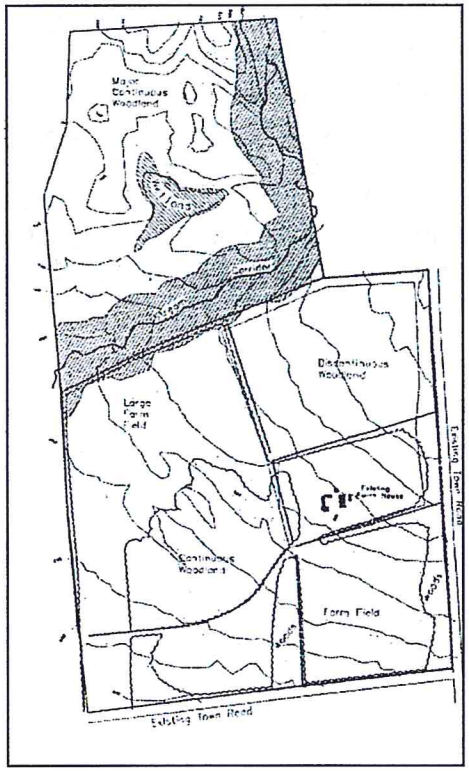
Existing Parcel

This property contains agricultural fields and woods, some steep hills and wetlands on the north end of the property, and a stream corridor. There is an existing farmstead set back from the road, and frontage on two town roads. The property is assumed to be in a county-approved Agricultural District and, therefore, in the Town's Agricultural Overlay District.



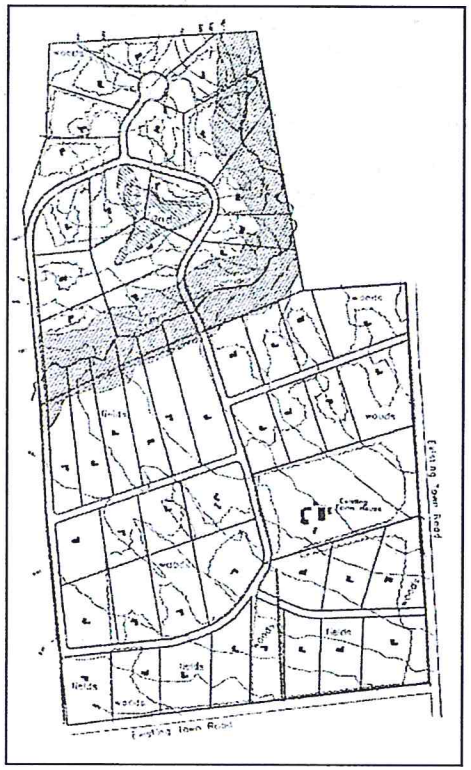
Conservation Analysis

The areas of greatest conservation value include the steam corridor, wetland, and steep woodlands on the north side of the property. The farm fields have important conservation value. The view corridors along the town road have conservation value because of their contribution to me town's scenic character. These areas of conservation value are lightly shaded on the map. The area described as "discontinuous woodland" and the fields around the farmhouse have the lease conservation value.



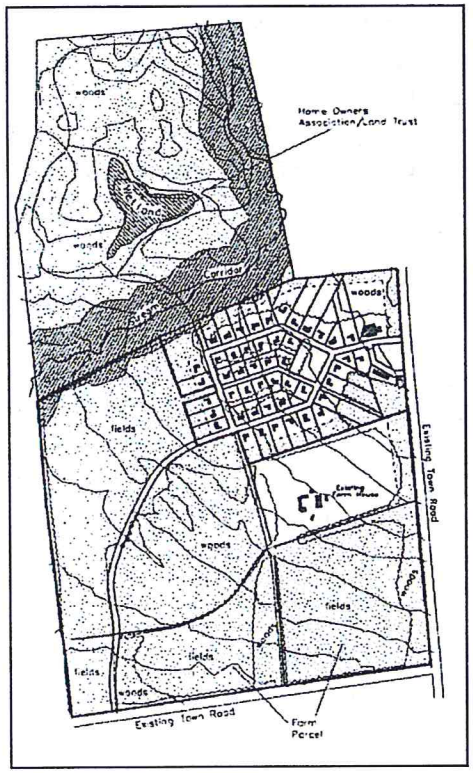
Conventional 3-Acre Subdivision Plan for Lot Count

In order to determine the number of lots that can be built in a Flexible Lot Subdivision, it is necessary to lay out a conventional subdivision with 3-acre lots and a minimum 200 feet of road frontage. This example shows that it is possible to create 51 such lots. The plan shown cannot be approved, however, since it would develop most of the open space of conservation value. (This type of conventional plan is the only way the property could be developed at maximum density under many older zoning ordinances.) In a Flexible Lot Subdivision, up to 51 lots would be permitted as long as 80% of the land were preserved as open space.



Flexible Lot Subdivision, Mixed Use

This plan shows a close-knit mixed-use hamlet. The farm has been able to keep most of its land in production and remains in private ownership, subject to a conservation easement on about one-half of the parcel. The valuable conservation land in the northern portion of the tract, now criss-crossed by trails, is also protected by a homeowners' association or a non-profit land trust. The trail system or bicycle path extends through the wooded portion of the farm parcel.



Under this plan, the farm owner is able to realize the full development value of the farm, while continuing to farm it. He can even add some small business or light industrial activity to the farm complex if it would not disturb the neighboring hamlet. Employees of the farm or related businesses can live in the hamlet and walk to work. Since the land is in the agricultural overlay district, the farm owner may also be able to transfer some additional development rights to a location in the hamlet.

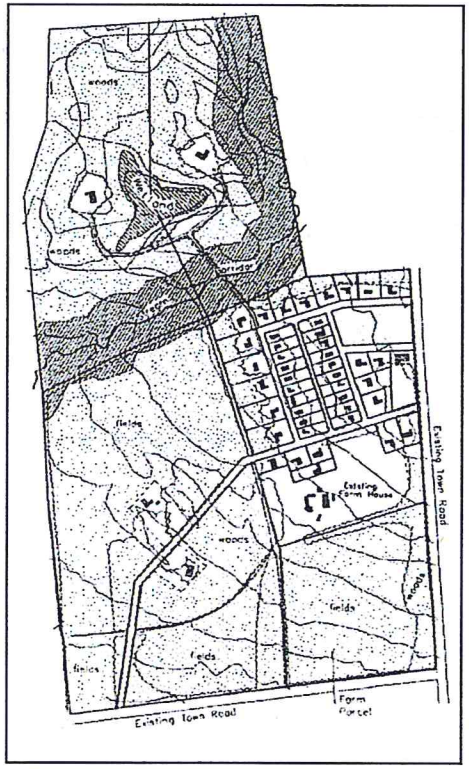
The hamlet follows the layout principle contained in the hamlet siting guidelines. It contains commercial, office and civic uses near the town road. Parking spaces are behind buildings and on the street in front of stores. Small greens provide neighborhood playgrounds and a focal point for this new community. Central water and sewer facilities would be required for this plan as well as for most clustered hamlet plans.

Flexible Lot Subdivision: Estates, Farms, and Hamlet

This variation combines very small lots similar to those found in many hamlets, larger suburban-size lots, and very large estate and farm parcels. The large parcels are all restricted by conservation easement so that only one principal residence (with accessory facilities) can be built on each. Two large parcels are wooded, and one combines farmland and woods. A common driveway provides access to the two large parcels across the stream.

This plan provides less common open space, but preserves most of the land of conservation value. A trail system could be provided if it were properly located to avoid interfering with the privacy of the estate residences. Also, all or a portion of one of the estate lots could be made a recreational parcel for use of the homeowners or the public. As in previous examples, the hamlet contains some non-residential uses, and a green near the town road provides public open space. Well-sited light industrial uses could be accommodated on any of the three large parcels south of the stream, even under the terms of the conservation easement.

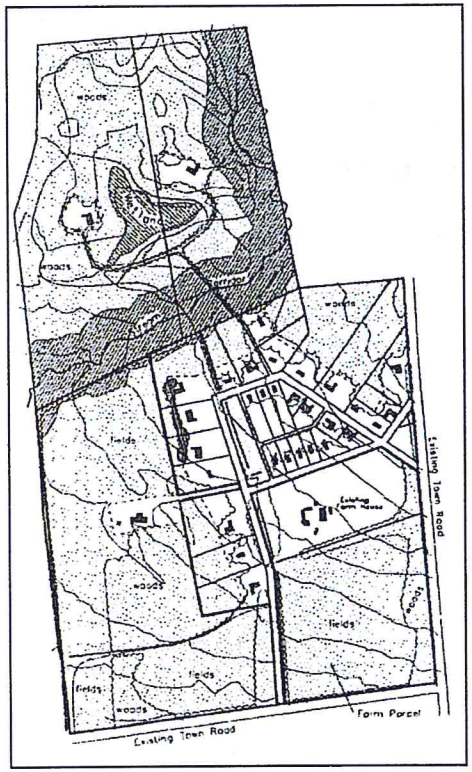
This approach perhaps best reflects and builds upon the existing rural and village character of the community.



Flexible Lot Subdivision: Estates, Farms, and Hamlet

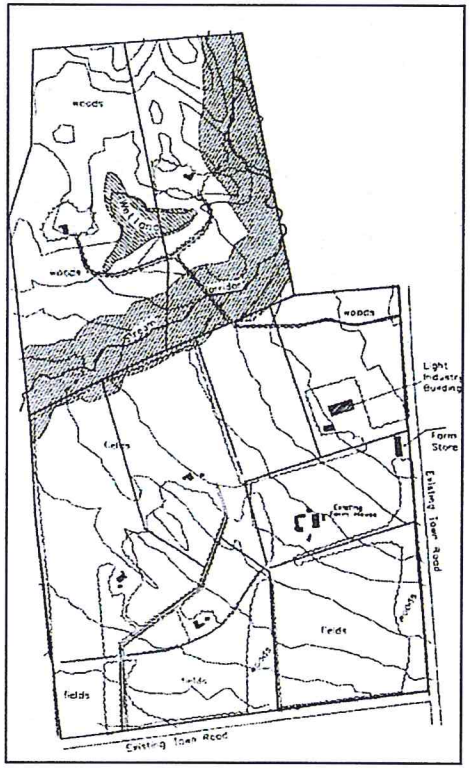
This is a lower-density variation of the previous illustration. In this example, it might be possible to avoid public water and sewer because the lots are large enough and the few smaller lots could share common septic systems.

A tree buffer protects some of the new houses from the adjoining farm field. Four farm/estate parcels are shown, two of which could accommodate light industry. This plan shows the widest variety of lot sizes to meet different market demands.



Flexible Lot Subdivision: Estate Lots and Light Industry

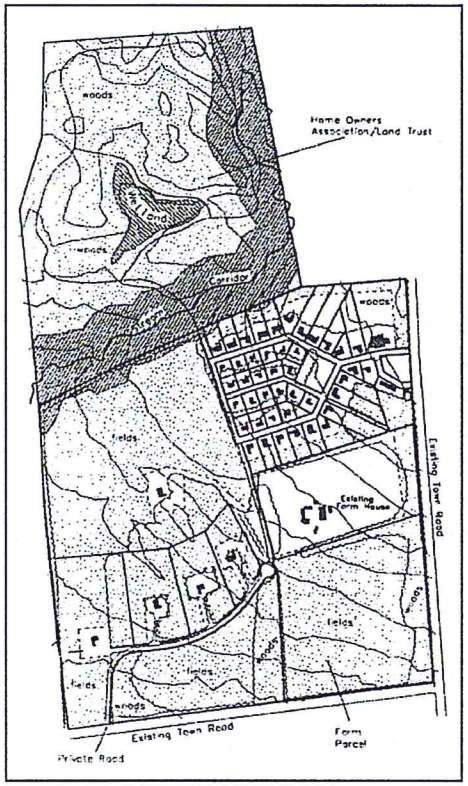
A well-buffered parcel has been created to accommodate a larger scale light industry. Two common driveways serve an additional five large lots. The existing farm remains on its own smaller parcel. No conservation easement is necessarily required for this plan. However, if a large industrial facility is allowed, the Planning Board may impose a conservation easement on all or most of the land as a condition of its approval. The rationale for such an easement would be to mitigate the impact of the large facility.



Hamlet and Private Road Subdivision

A new hamlet is shown as on previous plans, with a passive recreation area owned by a land trust or homeowners association. In addition, five high-value large lots are shown with access from a private road. This is a traditional rural road, unpaved and only 18 feet wide. A separate homeowners association is responsible for maintaining the road according to a recorded road maintenance agreement. A conservation easement limits density and preserves land of conservation value on the parcel.

The farm owner could implement the private road subdivision component of this development herself, quickly, at low cost and high profit. The hamlet parcel could be sold to a developer for a more long-term project.



These guidelines adapted from ***Rural Design Guidelines*** manual published by New York State Planning Federation (**www.nypf.org**).

APPENDIX F

Neversink 21st Century Plan Recommendations

Protecting the Resource

There are two aspects to effectively protecting the Neversink River as a natural resource for present and future generations. One involves controlling use of public lands and the other concerns regulation of private land uses. Neither can be effectively achieved or accomplished in an equitable fashion without the other.

The work we have done to identify specific natural resources and constraints indicates the Neversink River area is both unique and fragile although it can be put to use for public and private benefit. The public lands which exist, both Town and State, offer quite different challenges and opportunities. The Town of Thompson's Holiday Mountain facility is, for that reason, dealt with separately below.

The DEC's Wolf Brook and Neversink Unique Areas likewise present different challenges because the former is largely a plateau property while the latter represents the Neversink Gorge area which has distinctly different features, forest cover and character. The nature of adjoining property owners is also quite different with Wolf Brook abutting more developed residential and second-home areas and the Neversink Unique Area being much more isolated and adjoining other larger properties in open space type uses.

There are threats to the quality of these areas and also, it is important to understand, threats which can result <u>from</u> them. Because these are public lands they attract public use which must be controlled and managed so it does not destroy the values which gave rise to public acquisition in the first place. Nor can public use be allowed to spill over onto private lands in forms of trespass which disrupt those owners' enjoyment of the resource. Likewise, passive uses which might be made of the DEC properties as well as the former railroad right-of-way (such as hunting, hiking trails, cross-country skiing or horseback riding) are not always compatible with other more active uses such as snowmobiling or recreational vehicle camping.

Accordingly, we recommend that only passive uses be made of either of the two DEC area and that top priority be given in unit management planning by that agency, to limiting public use to such activities and developing an effective enforcement program. The following are our specific recommendations:

- Both DEC properties should be strictly limited to day-use activities only. Overnight camping raise too many issues with respect to noise, fire control, access, garbage removal, cutting of firewood and trespass which cannot be resolved without a substantial and unlikely State commitment of management, time and money. See Holiday Mountain section for discussion of camping possibilities.

- No motorized vehicles of any sort should be permitted. The Rails to Trails Conservancy already prohibits motorized vehicles on their trails.

- The number of hunters with access to the State properties should be limited. The limits should be based on a density formula which takes into account safety, emergency access and the amount of good hunting acreage available. A permitting and check-in system similar to that employed in cooperative hunting areas should be used.

- Parking areas should not be located where they would draw vehicular traffic or any other more intensive activities closer to the Unique Area.

- Canoeing and kayaking uses of the River should, for reasons of safety and emergency access, be strongly discouraged.

- Trash receptacles should be placed at DEC parking areas and picnicking locations and a cooperative program for maintenance be entered into with the Town.

- All public use areas should be appropriately signed with applicable regulations. Such signage should also be used to mark trails, identify the limits of public properties and interpret the resources.

- DEC must make a serious commitment to patrolling its properties and enforcing its regulations by designating sufficient permanent staffing and support for this purpose. This program should be augmented with a volunteer program and an exchange of enforcement authorities with the Town in a cooperative program. The Town must make a similar commitment with respect to those lands it controls.

Such actions are necessary for another reason and that is to gain the cooperation of private landowners in the protection of this magnificent resource. These parties have protected the River by their own actions and decisions over the many years and they should be encouraged to continue to do so. The superb water quality and the serenity of the Neversink are merits which future generations of the 21st Century ought to be able to enjoy.

Changes in land use regulations are, for these reasons, warranted. The Town has had zoning regulations for many years but they do not adequately address open space preservation goals nor do they provide positive incentives for landowners to do open space design development which would protect the special natural attribute of the River area while allowing a reasonable return on their land equity.

The River corridor requires different levels of protection than the watershed as a whole. This is due not only to proximity to the River and special features within that area but also different natural resource constraints. Moreover, within the watershed the Committee is primarily concerned with water quality and more general land use and aesthetic concerns, but in the corridor we hope, too, to preserve the unique open space characteristics which exist there. Finally, the two areas of course, have much different levels of existing development as well as potential.

Considering these distinctions we recommend the following measures be taken by the Town of Thompson and

Village of Monticello.

Recommended Land Use Measures

- The Committee should continue its planning at a more detailed level by combining the existing land use and developable soils data with property ownership information to yield alternative development plans for the corridor based on open space design development plans which would concentrate building on suitable soils and preserve other areas in permanent open space. These plans should be used as educational tools and devices for working with landowners if and when they decide to develop their properties.

- Develop a formal cooperative program with The Nature Conservancy to provide technical assistance to landowners and their agents or syndicates of landowners in creating open space developments. Also, use TNC for helping landowners to gain income tax incentives for creative development.

- Develop a legal framework for transfer of development rights or density outside the corridor and/or to properties more suitable for that purpose.

- Create an overly zoning district for Open Space Design Development which mandates clustering and gives landowners positive incentives such a density bonuses for preservation of open spaces. This could also be combined with a density transfer program and landowners who wished not to be involved could be permitted the option of large-lot estate development. A sample set of zoning provisions in this regard has been developed as part of this project. Require, as a minimum, that developers prepare sketch plans using both conventional and open space design concepts for consideration by the Planning Board.

- Adopt a setback of at least 200' for all building along the Neversink River.

These various actions do not constitute all that can or should be done. The process of planning to protect the

resource must continue and while the Town and Village bear separate responsibilities for land use regulations, this Committee is an excellent vehicle for coordination and planning the consolidation of services. The extent of such consolidation efforts will depend on what makes economic sense and still meets the public interest but, at a minimum the Town and Village can and should coordinate their land use regulation and infrastructure extension decisions.

Using the Resource, A Trail Proposal

The Neversink is a magnificent resource, a resource for scientific research, recreation and economic development, all of which are fully compatible. The relative isolation of the River, despite it being so close to the metropolitan area, accounts for this. The contrast is even more clear in Thompson, with development, as mentioned previously, coming to the River's banks at Bridgeville, but south of it existing some outstanding open space. As part of an open space net accessible to Monticello and from Route 17, the River offers very special recreational opportunities that will both raise the quality of life for residents and attract more visitors.

We recommend several specific measures for achieving optimum benefits from the resource.

- Both the Wolf Brook and the Neversink Unique Areas should be managed for passive recreational use only. Activities should be limited to day uses. If it is desired to develop common regulations applicable to the two areas, the Wolf Brook standards should be raised rather than lowering those applicable to the Neversink Unique Area.

- Additional parking facilities are warranted and should be located at the end of Katrina Falls Road outside the Unique Area.

- A trail system should be developed within the State property, based on existing trail patterns but with links to:

- The Katrina Falls Road
- The Wolf Brook Area access road
- The old "jeep trail" which runs south along the east bank of the River to Eden Brook and eventually to Paradise in Orange County
- The Hackeldam bridge site

- A connection to Holiday Mountain is also needed and should run roughly parallel to and between the east River shore and Katrina Falls Road. Generally, it should follow the 1100' contour line south to the Hackeldam area and the northern most point of the Neversink Unique property. DEC ownership extends upriver from the Thompson line approximately 8200' and The Holiday Mountain boundary is approximately 18,000' further north. The total trail length, therefore, would be about 5 miles in length with 1-l/2 miles on State property. The other 3-l/2 miles is private property largely owned by Callanan Industries, owners of the sand and gravel operation on the opposite site of the River. An easement will, for this reason, be required and the help of The Nature Conservancy should be sought to obtain it.

- A specific plan for the "Callanan-Hackeldam Trail" should be developed using a landscape architect and it should be sited so as to provide views of the River without intruding on it or the private residences along Katrina Falls Road. Consideration should also be given to including a quality view of Katrina Falls and using the Marcy-South crossing as an opportunity to secure a more panoramic view of the valley. Construction, marking, posting, patrolling and maintenance of the Trail, to the State boundary, should be done by the Town of Thompson's Department of Parks & Recreation with, perhaps volunteer assistance from the Rails to Trails Conservancy and/or the New York-New Jersey Trail Conference. Callanan Industries will also have to be held harmless from any liability connected with the Trail. Another possible factor in the acquisition of an

easement is Town Road 39 on the west side of the River. Never legally abandoned but, nonetheless closed to public use, this could be an alternate trail location or used as a trade-off with Callanan for an east-side easement. It should not, in any case, be abandoned until and unless permanent trail arrangements can be made on the east side of the River.

- DEC should carefully consider replacing the Hackeldam suspension bridge. This would be of historical interest and aid in the interpretation of this area. It would also provide a connection to another "jeep trail" on that side of the River. Trails would be extended perhaps 1-l/2 miles north and south on DEC property. A link to Town Road 85 is also possible and probably desirable for purposes of both patrolling this area. It presently experiences problems from trespass and illegal camping. If the bridge is replaced, it should, for similar reasons, be constructed so as to only accommodate hikers and cross-country skiers and not permit snowmobilers or ATV's. If an easement cannot be secured on the east side of the River and Town Road 39 has to be used for the Trail then the bridge will be critical as an access to the east side of the River and that trail system.

- DEC should also consider replacement on a similar basis of the Eden Brook bridge with establishment of a formal trail west following the jeep trail terminating near the sand bank on the Stephen Crane Trail. This is an excellent location for also then connecting to the Monticello Spur rails-to-trails line. Other trail connections into Mamakating using east-west jeep trails could also be possible but are probably not desirable from the standpoint of controlling access. It would be better to secure these areas and run a loop trail back north generally along the eastern border of the State property connecting with the "Wolf Brook access road" and providing a public access for residents of Wolf Lake and visitors who wished to come in this way.

- All trails should be clearly marked and signed with interpretative information and regulations regarding not trespassing, taking garbage out, avoiding overnight stays, etc. This program of signing should be coordinated with the Town and the Rails to Trails Conservancy to provide linkage to the larger trail system existing and being developed within the region (i.e., D & H Canal Park, Shawangunk Trail, Long Path and Appalachian Trail). A connection to the former O & W mainline between South Fallsburg and Woodridge is possible using

Town roads and this, too, should be promoted with the idea of offering residents and visitors a number of possibilities for one day hikes.

- An identifiable Monticello terminus for the Monticello rail trail is also important for the same reasons. Alternatives include using the Marcy-South line as a connector, starting from the old Town Barn, or simply connecting to Town Road 127. The Village has already acquired some of the rail line in this area and conveyed easements to the Rails to Trails Conservancy. This group should determine the best trail beginning site but regardless where located it should be clearly identifiable and properly signed. It should also offer safe parking - perhaps on the old Town Barn property.

- Major access points to the State properties should be gated and signed to prevent vehicular access to the Unique Area and discourage ATV and snowmobile access.

- Trail use should be limited to cross-country skiing, mountain biking and hiking. Some consideration could also be given to horseback riding on selected trails. The Katrina Falls Road parking lot would be an appropriate location from which to start such a trail, looping down to the Denton or High Falls areas and then back towards the head waters of Mullet Brook and the parking area.

- Although it is outside the Town of Thompson, there is also a portion of the Unique Area which would make an excellent picnic area and not threaten the resource in any way. This is the sand pit area which is located between the rail line and Stephen Crane Trail in the Town of Forestburgh. Development of a small picnic grounds at this site would be unobtrusive and provide a superb connection to the Monticello rail trail.

The Holiday Mountain Center

Holiday Mountain is an untapped resource of potentially great value not only to the Town and Village but also Sullivan County as a whole. It is located in a highly visible and easily accessible location for visitors, yet it is also

positioned to serve well as the gateway to the Neversink Unique Area and as a local recreational facility. Operating this facility only as a downhill ski facility limits its public recreational value, its revenue base and its capacity to generate economic development.

We recommend Holiday Mountain be re-named as "The Holiday Mountain Center." This will reflect the much more extensive role it can and should play in the cultural, recreational and tourism development of the area on a year-round basis. Like the Neversink Commission several years ago, we see great potential for the expansion of this facility's functions and re-naming it will encourage a greater public understanding and acceptance of the new role.

The Holiday Mountain Center should be developed and used in the following manner:

- It should be the primary location of Sullivan County's tourist promotion efforts. The visibility and easy access of this site off Route 17 make it an excellent location for a Sullivan County or Catskills Territory Visitor Center which would welcome tourists to the region. The entire County tourist promotion program could be operated from this facility, perhaps generating some rental revenue to the Town. It would also, in the process, increase the visibility of other activities at The Holiday Mountain Center. A new structure for this purpose would probably be necessary and it might be possible to secure a legislative grant for this purpose if the focus is on promotion of the Catskills and the connection to the State's Neversink project. Such a facility would put the tourist promotion staff in close proximity to the County economic development program offices some of which are now located nearby.

- As part of this endeavor the facility should, too, become a natural resources tourism center. This aspect of the operation would build on the relationship to the Neversink and the trail system proposed above. The Holiday Mountain Center would serve as a mini-museum, an interpretive site, trail beginning, parking area and gateway to the open space network this plan proposes to create. (It should be noted there is already a small facility at the lower end of the corridor, the Neversink Valley Area Museum at the D & H Canal Park in Cuddebackville.)

- Along with the natural resources tourism activities The Holiday Mountain Center could also easily accommodate the following such related uses:

  - Archery and various shooting ranges, possibly also attracting the use of the latter for professional training.

  - A small primitive camping facility to accommodate those trail system users who wish to do more than a day trip.

  - Picnic grounds for residential and tourist use.

  - An outdoor sportsman center where hunter education, fly-fishing schools and environmental education could take place.

  - A mini-conference facility for conducting meetings and educational programs should be part of the facility along with a River observation deck.

  - Staff headquarters and parking area for the State park facilities.

Some of these activities could be started using existing facilities but others would require a new multiple use structure. In the meantime, consideration should be given to renovating the western building for as many activities as it will accommodate. Funding sources for such a project need to be identified along with revenue sources to support operations. As indicated above a legislative grant would be the best approach for funding capital expenses. Operations could be started by charging rent to the County and State and collecting user fees for selected recreational activities such as the shooting ranges, camping facilities and the like. Additional revenue might be secured by developing relationships with one or more concessionaires

whose activities are compatible with the use of the site.

- A key element to making The Holiday Mountain Center a successful year-round operation is developing it as a cultural center. The lower slopes of the skiing operation also offer the potential to serve as a natural amphitheater for outdoor cultural events. There are several examples of this being done with other ski slopes and it could offer additional summertime revenue. Light classical and folk music would be non-obtrusive to the area and attract new persons to the Center, also creating the opportunity to develop a corps of volunteer support and source of monetary contributions. One can easily envision local banks, for example, financing a "Summer Series of Concerts." The setting would have to be carefully designed to create the right atmosphere but the capital investment required would not be steep, consisting largely of a portable stage. Seating is on-the ground or brought in by the visitors.

- Cultural activities could also include arts and crafts fairs and related activities. Again, portable structures could be used for some of this. Another possibility is a large pavilion (or group of them) and these, too, need not be expensive. Indeed, with a good volunteer program such as many fair associations have, much of the labor could be donated and materials provided at cost. The key to developing such support would be to identify a core constituency of regular users. The County Extension Service, with its 4-H program, or the Boy Scout or Girl Scout programs could all be possibilities. An aggressive effort to attract regional arts and crafts events could be undertaken once some infrastructure exists to support the events.

- Developing The Holiday Mountain Center as a year-round recreational, tourism, conservation education and cultural center will require careful site planning and must take place in stages. We recommend the Town seek help from the Sullivan County Community College (which could also be a user of the facilities) in developing such a site plan. The effort should be directed by the Town's planning department. Such a site plan, with some economic feasibility work the College could also help provide, would become the blueprint for various projects which would be initiated now and in the future. Some of these could be done with volunteer support, some by Town Board initiative and some through County and State support. The Nature

Conservancy and other organizations may be able to assist in lobbying for grant support. An immediate source for trail-related activities (i.e., interpretive facilities, River observation deck, parking, signage, trail creation, etc.) might even come through the ISTEA program.

- Holiday Mountain as a ski facility will be able to expand its offerings to include cross-country skiing if the Callanan easement can be secured and this should be promoted extensively. Also, the Town should consider privatizing the skiing operation by offering it on a concession-type basis in the manner many town marinas on Long Island are managed. Town residents could be guaranteed affordable season tickets as part of such a deal. Freeing the Town from the obligation to handle the day to day ski operation would allow it to concentrate on developing "The Holiday Mountain Center" concept with a view toward making it the focal point of tourism and economic development efforts.

- For The Holiday Mountain Center to be successful it must be professionally marketed and this is an area where the college and, particularly, the County can be helpful. The conservation education and natural resources tourism aspects of the facility are essential to the new image which must be created for the area. A quality signing program and professional marketing pieces need to be developed which will build on the special environmental attributes of the Neversink Gorge. Both guided and self-guided hiking and walking tours should be promoted using an eco-tourism theme. The guided tours could be done, again, via a concession arrangement. The "High Land Flings" group which operates out of Kingston is an example of a group which might have an interest in such an effort and the Neversink has both natural and historical elements which could be worked into such a program, including endangered species.

Our Image, Our Future

Protecting the Neversink and developing the area for natural resources - based tourism should only be the beginning for the Town and Village. The Thompson/Monticello area, though it offers much and has a rich tourism history, is not the vital, dynamic and attractive territory it needs to be to attract economic development. Given

the proximity to New York City and the beauty of the natural environment, this area should be attracting more tourism and be more appealing to business and industry than it has been.

There are reasons it has not been more appealing and they include such factors as taxes, labor market availability and the age of our resort facilities. Some of these can be addressed in a meaningful way by the Town and Village and some cannot. There is one factor, however, which we believe is more important than any other and which is largely in the hands of the Town and Village to control. It is, quite simply, image.

The image our residents have of their community and the image it presents to visitors is not one of overwhelming pride and does not offer a compelling reason to make a return visit or to invest in the community if one is a visitor. This must be changed and what we have said in this plan about upgrading Holiday Mountain and using our natural resources as assets is also applicable to the remainder of the Town and Village.

The greater Monticello community must become one in which visitors seek to reside, business owners seek to invest and residents hope to stay. Lasting economic development will not be secured by marketing particular enterprises but rather by marketing Monticello/Thompson as a place to visit, live and grow. The Holiday Mountain Center and the Neversink River should be among the assets that are marketed in selling this place. Moreover, it should be sold as a resort area and not just a collection of resorts. However, the marketing of this place must be targeted at far more than these facilities. It must be directed at changing the appearance of the entire community so as to both create and present to others a sense of pride.

This is can be done. The Town has already made an impressive effort to set a new standard for bungalow colonies and this should be extended to other areas as well. Zoning laws must be coordinated between the Town and Village to avoid conflicting development patterns and reduce artificial incentives to locate one place or another. The two Planning Boards should work together to develop more stringent standards regarding landscaping and building appearances and this Committee could serve as a vehicle for launching such efforts.

Tough but enforceable sign regulations should be developed with similar, if not identical, standards between Town and Village. Existing signage tends to be unattractive and poorly maintained and new standards are needed. They should be developed, however, in close consultation with the business community so as to advance support for the regulations and ensure their practicality.

The Village and Town also need to set higher standards with regard to building and site plan designs so that new structures blend with the old and relationships between man and building are properly maintained. All zoning standards, but especially along Broadway, need to be re-evaluated from this perspective. There is a need for more continuity and greater overall concern with aesthetics and appearances which must be reflected in site plan reviews.

A greater appreciation must also be developed for the sense of place the shopping district or a given neighborhood offers. More infill type development is needed and attention must be given to making the shopping districts safe to walk in, pleasant to rest in and interesting to shop in. This means good landscaping, park benches, appealing storefronts and public facilities accessible by pedestrians. This extends not just to Broadway, Monticello but also to areas such as the Apollo Plaza where some additional activities closer to the road such as garden apartments, accompanied with landscaping improvements could upgrade the look and feel of that entire section. More mixed used development in other areas could provide similar benefits.

Overall, the standards Town and Village should apply higher standards than some other areas because we have greater image problems to overcome and only by setting higher goals and meeting them will we restore the pride and self-image required to convince others this is a great place to visit, live and grow. This does not mean the procedures cannot be flexible and friendly but it does mean the standards of performance must be raised.

It must be done because this matter of image is not a trivial thing. It is at the heart of what we think about ourselves and what others thing of us. Protecting our great open spaces and promoting our recreational and tourism opportunities is an important but still a small part of what must be done. However, by setting high

standards with this project and marketing what is best about the area we begin to change our image and, thereby, change our future.

APPENDIX G
Site Plan Review Checklist

The importance of doing thorough site plan reviews cannot be overestimated and, to assist the Town and Village Planning Boards in this regard, a checklist has been developed to guide the plan review process. That sample form, which can continue to evolve as needed, follows:

10. Baling, compacting, separation of construction and demolition wastes and/or composting techniques are not being used effectively to extend the life of the landfill and the sheer volume of imported garbage has made it impractical to pursue these economical options.

11. Residents of the area suffer a reduced quality of life as a result of the rapid fill-up of the landfill and associated environmental impacts. This is directly contrary to the goal and efforts of Sullivan First.

12. Local trash haulers, who are themselves economic assets to the Town, have been discriminated against by the pricing policies of the County.

13. Long-term planning for the landfill must include provisions for re-use as a public recreational or comparable facility (e.g., Croton Point Park) and funding for the same should be generated from existing revenues.

Given these points the Committee strongly recommends importation be phased out as rapidly as possible over the next 1-2 years.