

TOWN OF MAMAKATING

Comprehensive Plan Update 2005

Discussion Paper



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Prepared for:

Hon. Charles Penna, Supervisor
Town of Mamakating
Master Plan Review Committee

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DRAFT

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Executive Summary:

This discussion paper is intended to be the start of more in depth discussion of the land use and economic development policies that the Town of Mamakating needs to advance in order to stimulate economic growth while simultaneously protecting the environment.

In developing this paper, the Master Plan Review Committee reviewed the existing 2001 Comprehensive Master Plan for Conservation & Development and Chapter 199 Zoning which was adopted on March 27, 2001. The mission of the Committee was to identify additional areas in Mamakating where the Town Board could encourage economic growth. This mission also necessitated the need to evaluate existing areas that were zoned for commercial and industrial purposes to identify whether these sites were economically, environmentally, and otherwise suitable for such development. Through this analysis, many issues were identified and detailed recommendations are made in Section 2.0 of this discussion paper.

With respect to encouraging new economic opportunities in the Town, the Steering Committee recommends the following: 1) zoning map amendments to create several new commercially and industrial zoned sites, 2) development of "shovel-ready" sites, 3) creation of design review guidelines to be administered by an architectural review board, and 4) the creation of a Local Development Corporation (LDC) to market the Town's broad economic interests and attract appropriate industries.

Zoning map amendments are recommended to bring better consistency between existing land use and zoning and to better direct commercial and industrial development where it is most appropriate. The zoning map amendments will also encourage develop in areas that are least likely to have an adverse impact on the environment. The mapping of additional areas in the Town to Planned Office and Industrial Office is recommended.

The development of "shovel-ready" sites can be used to stimulate the attraction of appropriate industries in the most advantageous locations within the Town. Design review will help to ensure that new commercial and industrial developments are built in a manner that respects and enhances the character of the Town, without overpowering it.

Finally, the creation of a Local Development Corporation (LDC) would not only give the Town the ability to develop business parks, but it would also put the Town in charge of what industries it would like to attract as opposed to reacting to what other entities are offering. A LDC could also be a vehicle to help the Town obtain additional federal and State grants that are only available to not-for-profit corporations. It is through the LDC, that the Town would undertake the development of "shovel-ready" business and/or light industrial parks.

There are a lot of issues contained within this Discussion Paper. However, to simply add new sites for commercial and industrial development without also assessing the viability of sites currently zoned for such purposes would not have been productive. It is hoped that this paper will enable the Town Board to focus on those issues that need to be addressed in the short-term in order to encourage growth while protecting the environment in the long-term.

1.0 Background

The Town of Mamakating Town Board adopted a *Comprehensive Master Plan for Conservation and Development* in 2001, hereafter referred to as the Plan. On March 27, 2001, the Town Board adopted *Chapter 199 Zoning* consistent with the recommendations of the Plan.

Since the adoption of the Plan and Chapter 199 Zoning, the Town of Mamakating has experienced unprecedented development pressure. Between 2000 and 2004, the Town's population grew from 11,002 persons to 11,419 persons, a 3.8% increase in population. The rate of new residential construction in the Town is at its highest level in decades, the number subdivision applications on the rise, and the scale of residential subdivisions are getting larger. In addition to the residential development pressure, the Town has also seen an increase in the number of applications for commercial/industrial development. The scale of these developments dwarfs anything the Town has seen developed in the past. This type of development was not fully envisioned in the 2001 Plan. This has resulted in the growing awareness that size, scale and character of new development is an important consideration that the Town must evaluate in planning for its future. There is also the realization that land use policies need to be revised in order to respond to these changes.

In January of 2005, the Town Board appointed a Master Plan Review Committee. The Committee has met monthly since it was formed. On March 30, 2005, the Committee was joined by the Town's planning consultant for the first time. To date, the Committee has met on March 30, April 20, May 4, June 9, June 23, and July 7, July 29, August 4, August 11, and September 24, 2005. The Committee has reviewed the Plan, Chapter 199 Zoning, and conducted site visits on May 22 and May 28, 2005 and July 29, 2005 to get a better idea of the existing development pattern within the Town. The Committee got an aerial tour of the Town. The site visits better enabled the Committee to identify areas within the Town where commercial and industrial development should be encouraged. Based upon these meetings, site visits, and review of the Town's existing land policies; the Master Plan Review Committee has identified the following areas where it feels revisions to the Town's land use policies are warranted.

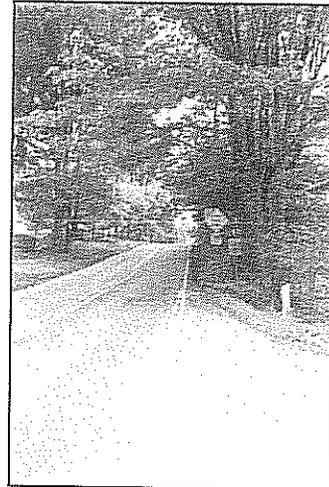
2.0 Key Recommendations:

- 2.1 Land Use Map: The 2001 Comprehensive Master Plan, hereafter referred to as the Plan, does not include an existing parcel-by-parcel land use map.¹ A land use map defines a community's pattern of development and forms the basis from which future land use policies are developed. While the Plan includes a "Land Use Plan," it is too broad in scope to give an accurate depiction of the existing development pattern. This is critical to assessing the current development patterns in order to compare it with existing zoning as well as to identify where new commercial and industrial district should be placed. It is a recommendation of the Master Plan Review Committee that a parcel-by-parcel land use map be developed for the Town as part of the update of the Plan.

2.2 Zoning Districts:

2.2.1 Analysis of Zoning Districts: There are thirteen (13) zoning districts in the Town of Mamakating as follows:

BR – Burlingham Residential
NR – Neighborhood Residential
MRA – Mountain Residential Agriculture
WRA – Winterton Residential Agriculture
MG – Mountain Greenbelt
HC – Hamlet Center
TC – Town Center
VC – Village Center
IO – Industrial Office
LIO – Light Industrial Office
PO – Planned Office
PRO – Planned Resort Office
RVP – Ridge Valley Protection



As part of the analysis of the existing zoning districts, a “permitted use matrix” was created to help in assessing the commonalities and distinctions between the existing zoning districts [see Appendix A]. The analysis of the matrix reveals that the distinctions between some districts are so few in certain instances that the districts should be combined into one district. One example is the WRA–Winterton Agricultural District and MRA–Mountain Residential Agricultural District where the permitted uses are almost identical. Why art galleries are allowed in WRA district and not the MRA is not clear. Do subtle distinctions like this require two separate zoning districts? In this instance, the districts should be combined to create a single RA- Residential Agricultural District.

The Committee also looked at where the existing zoning districts were mapped within the Town to determine if boundary revisions were appropriate. This analysis involved an assessment of physical (e.g. access & infrastructure) as well as environmental (e.g. wetlands and steep slopes) constraints. Based on this analysis, the following zoning text and map amendments are recommended.

2.2.2 Recommended Changes to Zoning Text: The permitted use matrix makes clear redundancy in the list of permitted uses within Chapter 199 Zoning. For example, art galleries are listed in three different ways which is confusing. There is strong consensus that permitted industrial uses are too broadly defined. Here the Committee feels that the Town should clearly identify the type of light industrial uses that it would like to attract. It is recommended that the Town go through the *North American Industry Classification System* to identify those industries that it deems appropriate and desirable to the Town. This will make it clear to all potential developers which industries the Town permits and which industries are not permitted.

Factors that should be considered in selecting appropriate industries include such issues related noise, odors, traffic generation, emissions, scale of development, and other performance standards that are related to such activities. The compatibility of such operations with surrounding land uses should also be considered. Given the growing school-age population, it is recommended that elementary and secondary schools be permitted in all zoning districts subject to special use permit criteria. Presently they are only allowed in the NR – Neighborhood Residential, TC- Town Center, and VC – Village Center Districts. These are areas within the Town that are also unlikely to have a parcel large enough for a new school.

2.2.3 Recommended Changes to Zoning Map: The Committee analyzed existing zoning district boundaries with respect to physical & environmental constraints in order to determine whether boundary revisions were warranted. An important goal was to not only place commercial and industrial zones where they made sense but also where they appeared to be the most viable and have the most potential for real economic development. The following zoning districts or sites went through the greatest changes/discussion as a result of our analysis.

The *HC-Hamlet Center* District in the Summitville/Phillipsport area was geographically too broad. Much of the land within this district is unattractive, unusable, or infeasible for commercial development, creating only the illusion of economic development value. The HC District should be narrowed in scope to areas immediately surrounding the hamlets of Summitville and Phillipsport where small-scale commercial activities would be appropriate [see Appendix B]. This boundary revision would be in keeping with the intent of the HC District as outlined in the Comprehensive Plan.²

The Committee also looked at the existing Tetz Sand & Gravel operation within the HC District in Summitville. It is recommended that this site should be rezoned to IO – Industrial Office since it is a permitted use within that district. The Metro Gravel site which is also in the HC District should be zoned PO – Planned Office to encourage the adaptive reuse of this site for a business park.

The *Homowack Resort*, which is in an HC District, is better placed within the PRO-Planned Resort Office District. It is interesting to note that the Homowack, which epitomizes the intent of the PRO District, is not included in the zone, while the two existing PRO Districts encompass undeveloped tracts of land.

In assessing the existing LIO – Light Industry Office District, the Committee feels that two changes are necessary. First, the airport due to its unique nature and importance to the Town should be placed in its own zoning district. The Committee recommends that an A-Airport District be developed for the airport property. Second, that portion of the LIO District that lies southwest of the D&H Canal is better placed in the MG – Mountain Greenbelt District. The reason for this is that this portion of the LIO District includes DEC regulated wetlands, has poor vehicular access [especially for trucks] and is more appropriately suited for low density residential development [see Appendix F].

The *TC – Town Center District* north of Wurtsboro encompasses an area with mostly well-kept single-family homes. Careful consideration should be given as to whether the TC District which encourages commercial uses is appropriate for this area [see Appendix C]. Converting this stretch of 209 to commercial would displace residential uses to the detriment of the rural character of the road. It is recommended that this area be rezoned to MG – Mountain Greenbelt to protect the existing residences from encroachment with vehicular-oriented retail and commercial activities. Low density residential along this stretch of Route 209 would also provide a buffer between commercial activity in Wurtsboro and the LIO District to the north, again helping to protect the rural character of the road.

There are other areas in the Town where commercial development should be encouraged such as the TC District south of Wurtsboro. This area has great access to Route 17 via exit 113 as well as Route 209. However, that portion of the this TC District that lies east of the D&H canal should be rezoned to MG- Mountain Greenbelt. This area lies almost entirely within DEC regulated wetlands, lies in a low lying flood prone area and has poor transportation access. This is not an area where commercial development or higher density residential should be encouraged which is why it is better placed in the MG- Mountain Greenbelt District.

Other minor zoning map amendments that are recommended include the creation of a HC – Hamlet Center District to encompass existing businesses on Old Route 17 in the vicinity of Masten Lake and rezoning of the southern portion of the PO – Planned Office District at Exit 115 to BR – Burlingham Residential.³ Since the upgrade of NYS Route 17 to I-86 will not result in an improvement to Exit 115, this area should be rezoned to Mountain Greenbelt.

Finally, the former Tetz Gravel Mine below Wurtsboro Hills should be rezoned from MG – Mountain Greenbelt to PO – Planned Office to encourage the reuse of this site. This site has very good transportation access, is located near fiber optic cable, and there is a strong possibility of developing a central water system for this site in conjunction with the now defunct Wurtsboro Hills water system. The map amendments discussed above are shown on the proposed zoning map [see Appendix B].

2.2.4 Revisions to the Comprehensive Plan:

The Comprehensive Plan outlines a number of policies that are supported by the Master Plan Steering Committee. For example, the plan notes the need to “protect the undeveloped, scenic quality of the Route 209 corridor, and limit commercial uses to avoid a strip commercial appearance.” The problem arises when we look at the existing zoning for the corridor. For example, from Wurtsboro moving north to the Ulster County line the entire corridor is located within either an industrial or commercial zoning district [e.g., TC, LIO, and HC]. Each one of these districts allow commercial uses and if every property owner choose to develop such uses the corridor would take on a “strip commercial appearance.”

2.3 *Transportation:*

The Town of Mamakating has an excellent multi-modal transportation system that includes: 1) a general aviation airport, 2) limited access east-west Interstate Highway (I-86), 3) major north-south State highway Route 209, and 4) abandoned railroad right-of-way that includes a tunnel through the Shawangunk Ridge. Rail-trails, and the D&H Canal towpath are important pedestrian oriented r-o-w that are integral components to the Town's transportation infrastructure. The following observations are made with respect to the maintaining and enhancing the Town's transportation infrastructure to serve future needs.

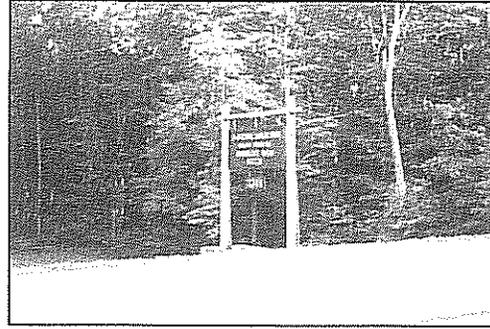
2.3.1 *Wurtsboro Airport:* Wurtsboro Airport is an important part of the Town's transportation infrastructure and gives Mamakating a unique sense of place. The airport includes a 3,750-foot paved runway and is the Town's only general aviation airport providing a vital transportation link to the surrounding region. The airport is one of the oldest active glider airports in the nation, offers pilot instruction, and has been an integral part of the Town's landscape since 1929. The airport is home to 25 single-engine aircraft, one twin-engine aircraft, and 35 gliders. In addition to the economic benefits that the airport provides, it also provides valuable open space, and holds the potential to become a unique historic/aviation destination.



Presently, the airport is zoned LIO—Light Industry/Office. There is a strong desire to maintain the use of this property as an airport, however, the current zoning of the airport may be counterproductive in this regard. While the LIO zone permits airports, it also allows distribution facilities, extractive operations, trucking terminals, etc. Some light industry and office uses may be compatible with the airport if appropriately designed. However, the Committee felt that an A - Airport District specifically tailored to the specific needs and future economic viability of an airport operation should be developed.

It is recommended that an assessment be done to better determine other compatible uses for the Wurtsboro Airport property. Given the desire to maintain the facility as an airport, other compatible uses on the site that would ensure the long-term economic viability of the airport must be identified. This might include an airport museum, other small scale office and retail uses, and uses that would not interfere with the operation of the airport. It is further recommended that a Master Plan for the airport property should be developed to guide the scale and design of other uses on the site. Capping the height of new buildings and their size were seen as important provisions to be included in an Airport Master Plan and surrounding properties. The airport also provides valuable open space within the Town and maintaining large expanses of open space on the site is also an important goal.

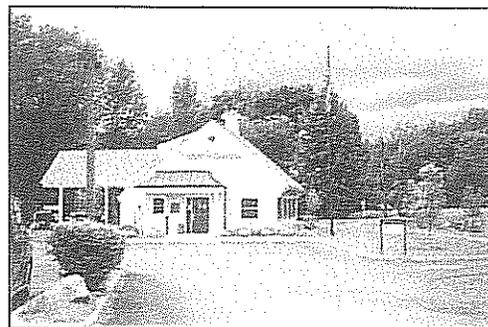
2.3.2 Route 209: The Route 209 Corridor has a rich history and scenic beauty that lends itself to designation as a NYS Scenic Byway. The benefits of a “D&H Canal Scenic Byway” could be multi-faceted. To begin, the process of seeking the scenic byway designation would involve the development of a corridor management plan that would include an inventory of historic, cultural, scenic, and natural resources along Route 209. From this, a byway plan would be developed to help manage these resources, promote and market the byway, identify roadway improvements, while providing a new source of funding for such activities.



It is recommended that a scenic byway for Route 209 run from Kingston to Port Jervis with Mamakating serving as the center. A Visitor’s Center could be developed in the vicinity of the existing pull-off just north of the Wurstboro Airport and funding for the Center could be procured through FHWA Scenic Byway funding. To start the process, the Town should reach out to the Town’s of Deerpark, Warwarsing, Village of Ellenville and other communities along Route 209 to form an exploratory committee. Once formed, coordination with the NYSDOT to seek Scenic Byway designation for Route 209 could begin.

The Committee identified other areas along Route 209 that could be developed for planned office/light industry. The Committee felt strongly that the design of such facilities was an important consideration to ensure that potential adverse impacts were mitigated. Large big box facilities are discouraged while small-scale commercial/industrial and/or office uses would be encouraged. Design standards, such as those in Stone Ridge, are important to help ensure that retail/industrial uses do not detract from the rural/historic character of the Route 209 Corridor.

Photo to Right: The shopping plaza in Stone Ridge is nicely landscaped. Buildings in the plaza use shake shingle or clapboard siding which is in harmony with other historic structures in the community. The community also uses berms and landscaping buffers to shield industrial uses so that they are not visible from Route 209. Monument signs are used which reduces visual clutter.



When traveling along Route 209 from the Ulster County line to Wurtsboro, the look and feel of the road varies greatly. Areas of open space are followed by small hamlet centers, open space, the airport and industrial uses, open space, low density residential and then one enters the Village. The rural character of the corridor is threatened since this stretch of Route 209 is zoned commercial and/or industrial. The proposed zoning map would better protect the character of this roadway, encourage growth in existing centers and creating opportunities for professional office development, while protecting areas of open space.

2.3.3 Interstate 86: The Town should continue to be involved in the planning process for the proposed Interstate 86 interchange realignments. The realignment of Exits 111, 112, 113, 114, and 115 could all have an impact on future development in the vicinity of these exits as well as on the character of the Town of Mamakating.



As more information becomes available about NYSDOT's plans for each exit, a more careful analysis of the zoning around these exits should be pursued by the Town. The Committee felt that design and landscaping policies were needed to better ensure that new development complimented the rural character of the Town. Better defined landscaping, signage, and design standards were all seen by the Committee as being important considerations for any new development along Interstate 86. For example, monument signs are to be encouraged, tall pole signs to be avoided.

2.3.4 Passenger Rail: The most viable option for bringing passenger rail to the Town of Mamakating was explored in the *2002 Catskill Rail Feasibility Study* prepared by NYSDOT.⁴ The option that was explored looked at bringing rail to Wurtsboro/Summitville via a branch line from Middletown through the Shawangunk Tunnel at Highview. Rail service could be used by commuters, weekend eco-tourist, as well as for freight service. The update of the Comprehensive Master Plan should reference this study.

2.4 *Industrial Development*

2.4.1 Sand and Gravel Operations: There are six (6) major sand and gravel operations in the Town of Mamakating. These operations are located within four (4) zoning districts.

- One is located in the IO- Industrial Office District
- One is located in the PO – Planned Office District
- One in a – MG Mountain Greenbelt District (closed)
- Three are located in the HC -Hamlet Center Districts

It is recommended that all *active* sand & gravel operations in the Town be regulated under the IO- Industrial Office District and the zoning map amended accordingly [see Appendix B].

Note: The Committee recommends the adaptive reuse of the Tetz Mine west of Wurtsboro or the Metro Gravel site in Summitville for an Office Park. The Town should create a Local Development Corporation to lead this effort.

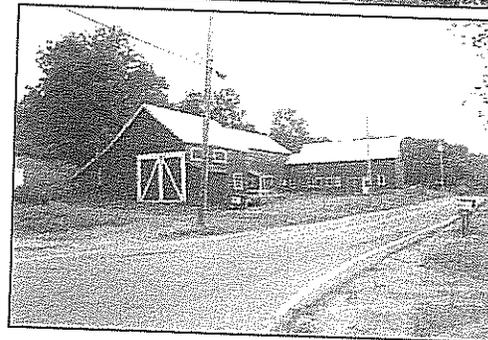
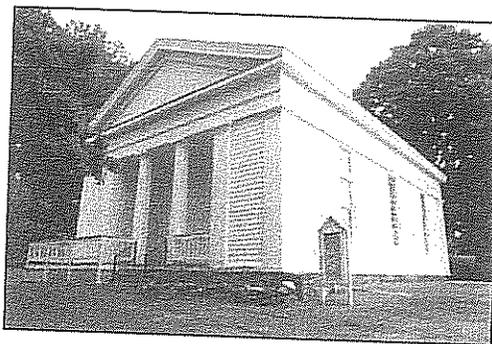
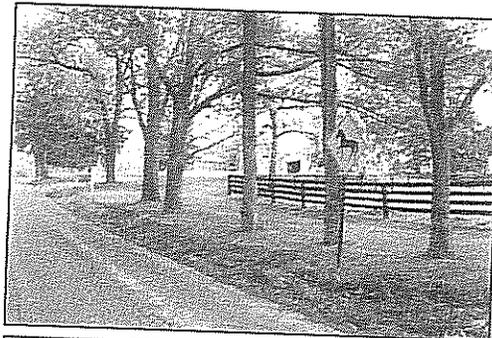


2.4.2 Salvage Yards: The Committee identified two salvage yards: 1) one on Route 209 in Summitville, and the other at the corner of CR 172 and CR 56.⁵ These sites should be zoned in a manner that encourages adaptive reuse for more environmentally friendly activities. The Route 209 site could be redeveloped as a neighborhood retail center similar to the Emanuel's Market in Stone Ridge, for example. Given the nature of salvage yards, a brown field assessment would likely be required prior to the adaptive reuse of these sites. There is State funding for such assessments and the cleanup of such sites if contamination is found. Zoning the sites for other viable commercial activities could lead to such efforts.

2.5. *Open Space*

The rural feel of the Town of Mamakating is influenced by large tracts of land in the Town that are actively used for agricultural purposes and/or managed under the State 480-A Forestry Management Program. Agricultural and forest lands provide valuable open space and are an important part of the Town's economic picture. Such lands place little to no impact on community services, preserve valuable open space, while creating opportunities to promote eco-tourism. The Committee felt that encouraging these activities in the future was an important goal [see draft Open Space Map in Appendix G].

2.5.1 Agriculture: There are still signs of Mamakating's agricultural beginnings in the corridor from the Village of Bloomingburg, through Winterton and continuing down to New Vernon. Within this stretch of road there are still some active farms, dairy, a horse farm, and several smaller agricultural activities [see Appendix H].



There are also three separate and distinct zoning districts in this area: 1) PO – Planned Office, 2) WRA – Winterton Residential Agricultural, and 3) NR – Neighborhood Residential. A quick field check of existing land uses along this corridor revealed that many of the few remaining farms are within the PO – Planned Office zoning district and/or split between the WRA and NR District near the Orange County boundary.

There is still a cluster of agricultural activity in this vicinity and the Town must decide what measures it will take, if any, to encourage farming to continue in this area. Measures that could be taken to encourage future farming in this area include working with the few remaining farms to secure funding from NYS Ag & Markets to Purchase Development Rights (PDR) on these farms or to create an Ag Protection District.⁶ The PDR would allow farmers to secure equity out of their farms and preserve valuable open space for future generations. The benefit to the Town, is that agricultural activities have a positive impact on the Tax base. However, if these lands are subdivided for residential purposes, it will place a further tax burden on the Town since residential users consume more services than they pay in taxes.

2.5.2 Forestry: There are numerous large tracts of land within the Town of Mamakating that participate in the State 480-a Forestry Management Program. Properties that participate in 480-a get a property tax reduction in exchange for managing the harvest of timber from the property in a sustainable and environmentally sensitive manner. Such lands provide valuable wildlife habit and corridors, preserve valuable open space, and place little to no demand on municipal services. Encouraging participation in this program, is one measure that the Town could employ to preserve valuable open space without placing additional demand on municipal services.

2.5.3 Parkland:

Based upon the National Recreation and Parks Association's (NRPA) Standards & Development Guidelines for Parkland the Town of Mamakating needs to develop more active parkland. Presently, the only active recreation park is the 103-acre Town of Mamakating Park in the vicinity of

Recreational Facility Development Stnds.

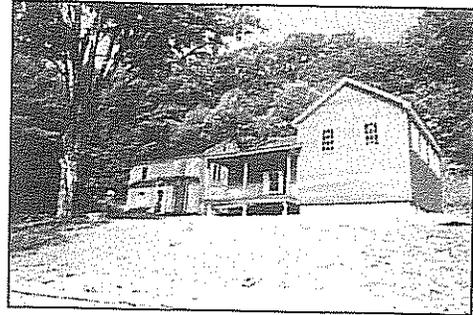
Facility Type	Per 1000 Pop.	Need based upon stud	Provided
Play Lot	2 acres	23 acres	1 park
Neighborhood Park	1 acre	11.5 acres	1 park
Field Games	3 acres	34.5 acres	1 park
Tennis Courts	½ court	6	
Basketball Courts	½ court	6	
Skating Areas	1/2,500	5	0

Bloomingsburg. This park includes a swimming pool, playground, and recreational fields, but is not centrally located. Most of the land is undeveloped and not suitable to more active recreation activities. The Town needs to develop more active recreation parks. An excellent location for an active recreation park is the airport property which is centrally located, has a topography that is conducive to active recreation fields, and is close to the major population centers in the Town such as Wurtsboro and Summitville.

The Bashakill State Wildlife Management Area and the 1,000-acre Wurtsboro Hills State Park are both located in the Town of Mamakating. These protected wildlife areas provide passive recreational opportunities for area residents and visitors, provide valuable habitat for bald eagles and many other species; as well as create economic opportunities by attracting hikers, campers, fishermen, and other recreational enthusiast to the Town of Mamakating.

While the Town of Mamakating has an abundance of passive recreational areas, more active recreational facilities are needed. As part of the Comprehensive Master Plan update, the identification of locations for new active recreation areas for the Town is recommended.⁷ These facilities might be developed within existing park lands, or new lands for park purposes might be required. Given the geographic diversity of the Town, it is recommended that such facilities be centrally located with access to County or State roadways to ensure that all areas of the Town can readily access these parks. Again, development of active recreation fields in the vicinity of the airport property is recommended.

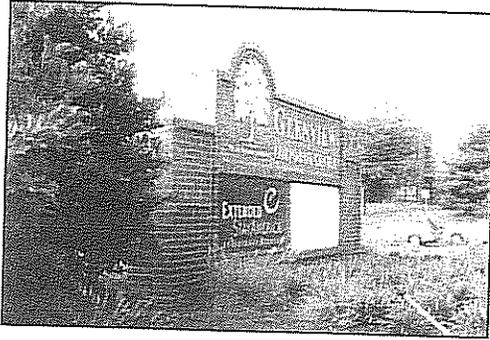
2.5.4 Mountain Greenbelt Zoning: The 2001 Plan recommends the creation of a Mountain Greenbelt Zoning District that is designed to “retain open space, outdoor recreational and very low-density residential character of Mamakating west of the Basher Kill and Homowack Kill valleys.” The Plan goes on to note that “the overall gross density of the Mountain Greenbelt, due to environmental constraints, will likely be one dwelling unit per 15 acres.” Under the Mountain Greenbelt Zoning District, minimum lot sizes are allowed to vary, based upon soil conditions and topography from one dwelling unit per 15 acres to one dwelling unit per acre. Feedback from the Planning Board suggests that in practice, the original intent of the Mountain Greenbelt District is not being achieved under the current land use regulations. It was suggested that in most case, when developers choose to use Chapter 199-36 © Soil Survey Alternative, the minimum lot sizes are almost always smaller lot sizes. The reasons for this are not entirely clear. It may be that the more suitable parcels for development are coming before the Planning Board first, or they may be something in the zoning provision that needs to be revisited.



2.6 Infrastructure

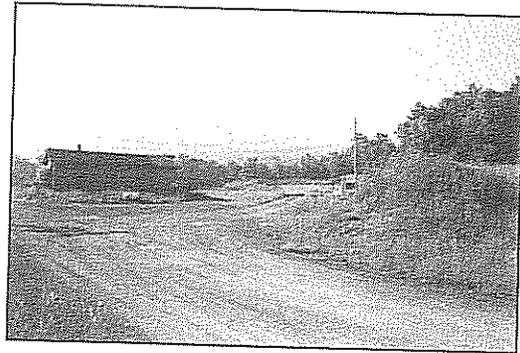
2.6.1 Water & Sewer Infrastructure: As new developments are proposed, the Town should explore opportunities where it can cooperate with the public sector to provide new water and sewer systems. The provision of water and sewer systems in the Town would make cluster development more likely and better enable the Town to guide growth to certain areas. The Town can also explore opportunities to use Community Development Block Grant funds in conjunction with economic development projects to encourage developers to build Wastewater Treatment Plants. If the Town develops a business park, it will likely also need to provide water and sewer systems. Such systems could be developed to serve the areas surrounding the business park, which would permit higher density housing around the facility. Funding for a business park could come from a variety of sources including the U.S. Department of Commerce Economic Development Administration and the United State Department of Agriculture’s Rural Business Enterprise Grant.

2.7 Shovel-Ready Sites: The Committee evaluated sites that are zoned for commercial/office/industrial uses to better assess their suitability for such development. In its review, the Committee found residential areas that were zoned for commercial uses [e.g. the TC District north of Wurtsboro on Route 209]. Another example was that portion of the LIO District to the east of the D&H Canal. This area would be better placed in MG Mountain Greenbelt District due to limited transportation access and surrounding residential land uses. The Committee also identified areas that were industrial in nature but zoned for residential. Examples include the former Tetz mine northwest of Wurtsboro or the existing Metro Gravel mine site in Phillipsport. Both sites are suitable for reuse as office parks, but the zoning of these sites [MG- Mountain Greenbelt and HC – Hamlet Center respectively] does not allow such uses [see Appendix D].



The rezoning of both of these sites to PO – Planned Office along with the adoption of specific design standards is something that the Town should consider. Furthermore, the Town should take proactive measures to develop a “shovel-ready” business park similar to the Emerald Corporate Center in Rock Hill. A “shovel-ready” business park would enable the Town to better direct where it would like development to occur. Furthermore, a shovel-ready park would enhance the Town’s ability to attract new businesses to the community.

2.7.1 Creation of Town Office Park and Light Industry Park: The Committee identified two sites that lend themselves to the future development of an light industry park and a office park. The sites are as follows: 1) The former Tetz mining site to the northwest of the Village of Wurtsboro which is presently zoned MG – Mountain Greenbelt, and 2) the Metro Gravel site in Phillipsport along with the abandoned bungalow at the end of Doolittle Drive. The first site is recommended for office/light industry and the second site for an office park.

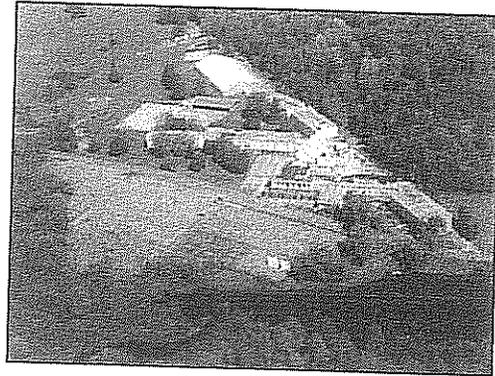


These sites are already disturbed and the reuse of these sites is seen by the Committee as a means of allowing for future growth while reducing potential environmental impacts. The sites are relatively level, have good access, and with some general improvements could be a very attractive setting for office/light industrial uses. Additionally, it is also believed these sites can be readily served by high-speed telecommunications infrastructure. The Committee again stressed the importance of ensuring that the design of buildings and landscaping be carefully considered when developing business parks. In addition, the types of uses that would be permitted would have to be carefully evaluated as well.

Generally speaking, activities that generated exhaust, excessive noise, odors, or point source pollution are to be avoided. Office complexes, medical office, tool and die, small scale warehouse and fabrication facilities are the types of uses that might be permitted.

Again, the Town could take the lead in the development of a "shovel-ready" business park similar to the Emerald Corporate Center in Rock Hill. A "shovel-ready" business park would enable the Town to better direct where it would like development to occur and could lead to the reuse of these former mining sites. Furthermore, a shovel-ready park would enhance the Town's ability to attract new businesses to the community.

2.7.2 The Homowack: The Homowack Resort and surrounding properties are presently zoned MG – Mountain Greenbelt. This property is more appropriately placed in the PRO – Planned Resort Office District. The Homowack's Wastewater Treatment Plant is one of only two such facilities in the Town, the other in Bloomingburg. A properly operated WWTP with excess capacity could be an asset to the future development of this area that could include professional office development in the vicinity of the resort. While the WWTP is privately owned, an assessment of its capacity of the ability to expand the plant to serve other users would be helpful in planning for future development in this area of the Town.

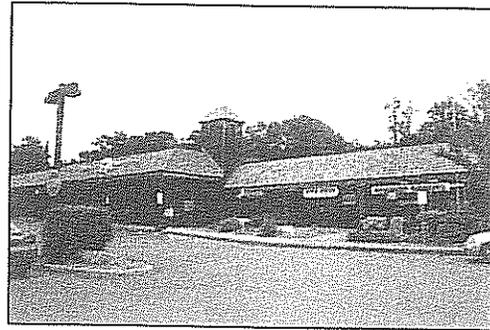
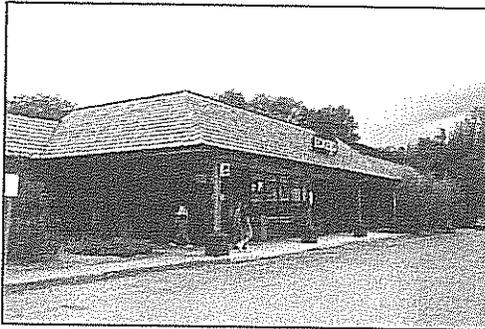
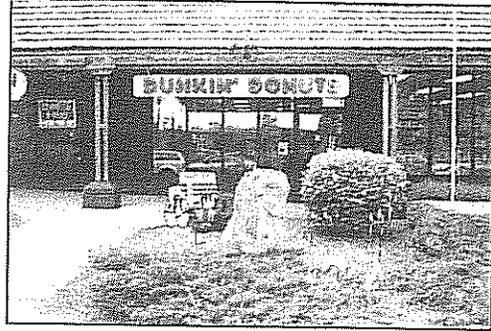


2.7.3 Establishing a Local Development Corporation:

Even with the recommended changes to the Town's land use policies in place, there is a critical need for an active town-based marketing initiative to ensure that appropriate and suitable businesses are attracted to the Town in order to enhance the tax base. One way to do this is through the development of a Local Development Corporation. It is recommended that the Town establish a not-for-profit 501 (c) 3 corporation with the purpose of pursuing economic development for the Town. A nine member board consisting of four Town Board members and five non-elected residents would make up the LDC Board of Directors.

The LDC could pursue grants, develop a marketing strategy for the Town, and directly undertake the development of a shovel-ready business park and/or light industry park. The development of the business parks could lead to the development of supporting water and sewer infrastructure in the Town which is sorely needed. Proactive measure to stimulate new commercial and industrial investment could be led by the Mamakating LDC.

- 2.8 *Design Review:* The 2001 Plan outlines general design guidelines, but more detailed guidelines are needed. Providing graphic illustrations of massing, roof types, landscaping, signage would all help an Architectural Review Board to make its decisions. **Photos:** This retail center in Stone Ridge incorporates design, signage and landscaping standards that makes it aesthetically pleasing while helping to soften the visual impact from Route 209.



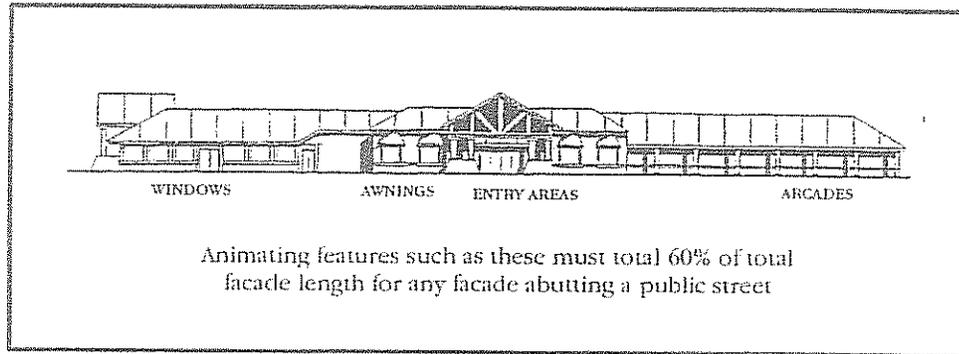
2.8.1 Adoption of Design Review Guidelines:

Following the recommendations of the 2001 Comprehensive Master Plan, the Town needs to adopt Design Review Guidelines. The following general guidelines are presented as an example of what could be developed for the Town. Such guidelines will help to ensure that new buildings are compatible with surrounding properties in terms of formal characteristics such as height, massing, roof shape, building materials, and window proportions and more importantly that these buildings do not detract from the Mamakating's natural landscape.

New Office, Commercial and Retail Buildings: Care must be taken to ensure that new commercial development compliments the existing development pattern and natural landscape of Mamakating. Where national franchises are involved, alternative prototypes and/or alternations to standard prototypes may be required to ensure the greatest compatibility with surrounding properties and enhancement to the physical environment of the Town. The following guidelines apply:

1. Guideline: Facades should be articulated to reduce the massive scale and uniform impersonal appearance of large retail buildings and provide visual interest that will be consistent with existing development in Mamakating in terms of character, and scale. The intent is to encourage development that is compatible with its surroundings and natural environment. Variations in roof lines, through the use of a parapet, is encouraged to reduce the mass of larger buildings.

2. Standard: Facades greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade extending at least 20% of the length of the facade. No uninterrupted length of any facade shall exceed 100 horizontal feet.”
3. Standard: Ground floor facades that face public streets shall have arcades, display window, entry areas, awnings, or other features along no less than 60% of their horizontal length.”⁸



4. Bldg Mass: The size of any office, industrial, or retail building located within the Town of Mamakating shall not exceed 120,000 sq. ft. in size, nor more than four stories or 45 feet in height. Maintaining a smaller building mass, coupled with vegetative buffers and other screenings can allow for commercial and industrial growth without detracting from the physical environment in the Town.
5. Landscaping: Additionally, specific landscaping standards should be developed for the Town that identifies a percentage of the site to remain undisturbed, number of trees to be planted, size and caliper of trees, as well as landscape standards for off-street parking areas. The goal would be to have new developments blend into the existing landscape.

2.8.2 Creation of an Architectural Review Board:

It is recommended that upon the creation and adoption of detailed design review guidelines for the Town of Mamakating that an architectural review board be created. A five (5) member board is recommended and mandatory training of the new board members, along with the ability of the individuals to read plans and elevations is recommended.

3.0 Next Steps

It was the consensus of the Master Plan Review Committee that it should prepare this "Discussion Paper" to share with the Town Board before proceeding further with recommendations for updating the 2001 Comprehensive Master Plan and other land use policies. If there is broad agreement with the direction the Committee is taking, it will then move forward with recommendations to revise the Comprehensive Master Plan; to draft Zoning Map and Text Amendments; and to create more detailed Design Review regulations.

APPENDICIES

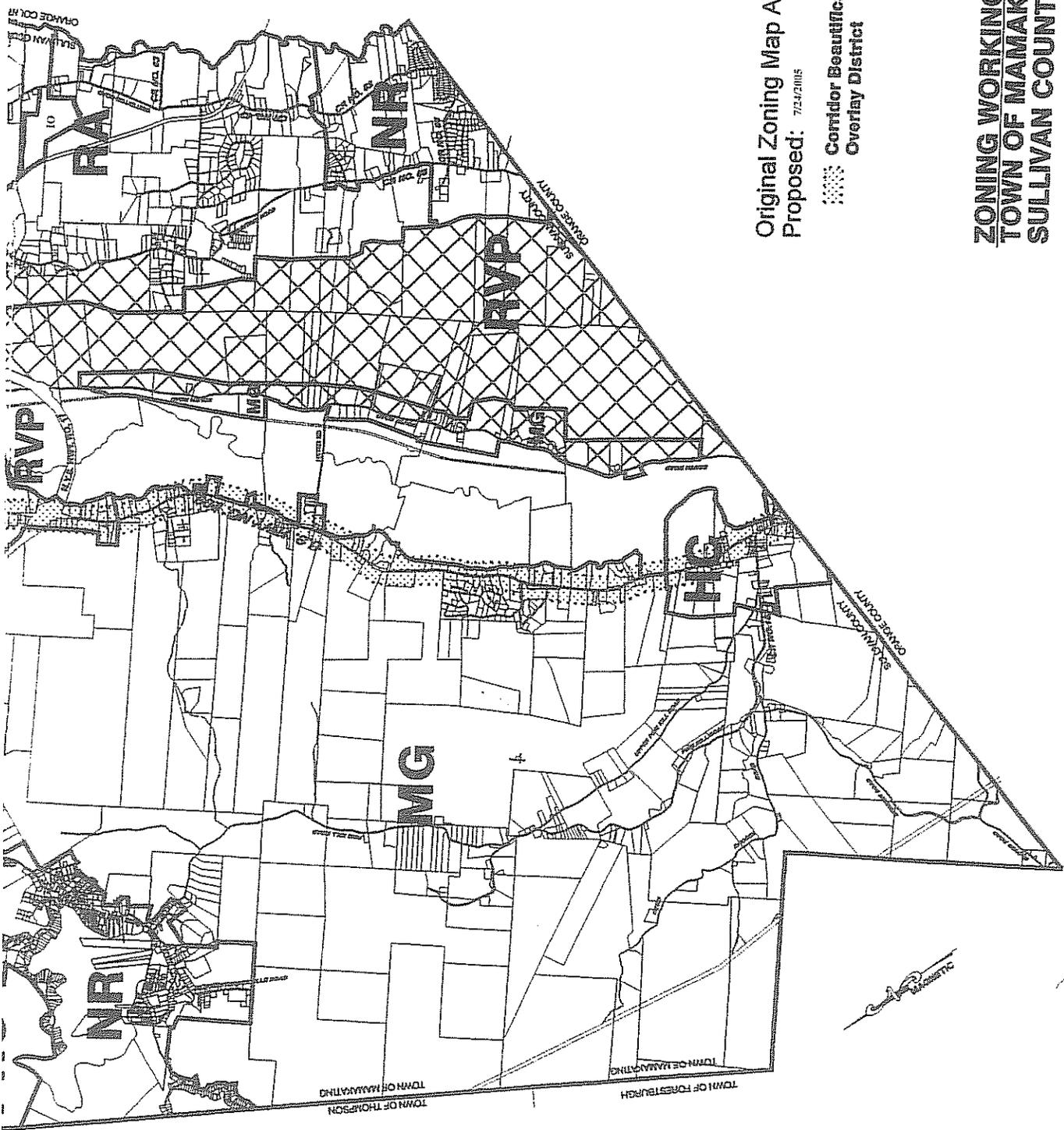
APPENDIX A
Permitted Use Matrix

Comprehensive Plan Committee 2005

Town of Mamakating Permitted Use Matrix

Permitted Use	Type of Use	BR	NR	MRA	WRA	MG	HC	TC	VC	IO	LIO	PO	PRO	RVP
Agribusinesses	agri									SU	SU	SU		
Agribusinesses, limited to properties with frontage on Route 209	agri						SU							
Agricultural operations	agri	P		P	P	P					P	P	P	
Cage-type poultry	agri									SU				
Nurseries and greenhouses	agri	P	P	P	P	P							P	SU
Accessory day-care facilities	comm												SU	
Antique and gift shops	comm	SU						P	P					
Art galleries and museums	comm	SU	SU				SU	P	P					
Art galleries; museums, antiques;gift shops	comm				SU									
Art gallery; artisan studio/shop	comm				P									
Auto-related repair, gasoline station	comm							SU	SU					
Aviation sales and repair	comm										P			
Banks	comm							P	P					
Bed-and-breakfast	comm	SU		SU	SU	SU	SU	SU	SU					
Boat sales and rentals	comm		SU											
Conference center	comm					SU					P	P	SU	SU
Day-care centers and nursery schools	comm							P	P					
Franchise automotive sales	comm													
Hotel or motel	comm		SU				SU	SU	SU			SU		
Indoor entertainment: movie theater, music hall	comm							SU	SU					
Indoor recreation: bowling alley, skating rink	comm							SU	SU					
Kennels	comm				SU	SU								
Limited mixed-use resort development	comm													
Lumber, building, and farm supply yards	comm										P			
Motor vehicle and equipment repair	comm									SU	SU			
Planned resort community	comm												P	
Resort hotel	comm											SU		
Resort hotel; country inn	comm					SU					SU		P	SU
Restaurant	comm	SU	SU		SU	SU							SU	
Restaurant, tavern, bar	comm						SU		P					
Restaurants, except drive-through	comm									P				
Restaurants, including drive-through	comm										P			
Retail convenience use (< 2,000 s.f.)	comm		SU				SU							
Retail, service commercial and office uses (< 2,000 s.f.)	comm						SU							
Retail, service commercial and office uses (< 5,000 s.f.)	comm								P					
Retail, service commercial and office uses (< 8,000 s.f.)	comm							SU						
Stand-alone restaurant, fast food;tavern;bar, deli	comm							P						
Airport	industrial										P			
Composting	industrial										SU			
Composting; recycling and recovery	industrial									SU				
Contractor storage yard	industrial									P				
Distribution facilities	industrial									P	P	P		
Extractive operations	industrial									SU	SU			
Industrial uses	industrial									P				
Light industrial uses	industrial										P			
Recycling and recovery	industrial										SU			
Trucking terminals	industrial									SU	SU			
Wholesale, storage and warehouse	industrial									P	P			
Cemetery	institutional					SU								
Community facilities, emergency	institutional								P					
Community facilities, non-emergency	institutional								P					
Educational, research and interpretive centers	institutional											P	SU	
Elementary school	institutional		P											
Elementary school, secondary school	institutional							P	P					
Elementary schools, community centers	institutional						SU							
Fire and police protection	institutional							P						
Library	institutional							P						
Neighborhood places of worship	institutional						P	P	P					

APPENDIX B
Proposed Zoning Map



Original Zoning Map Adopted 3-27-01
 Proposed: 7/23/2015

Corridor Beautification
 Overlay District

**ZONING WORKING DRAFT
 TOWN OF MAMAKATING
 SULLIVAN COUNTY, NY**

Stuart Turner & Associates
 Planning & Development Consultants
 Base Map Courtesy: Sullivan County Real Property Tax Service 1995
 September 2003

APPENDIX C

Aerial Photo Town Center Zone North of Wurtsboro



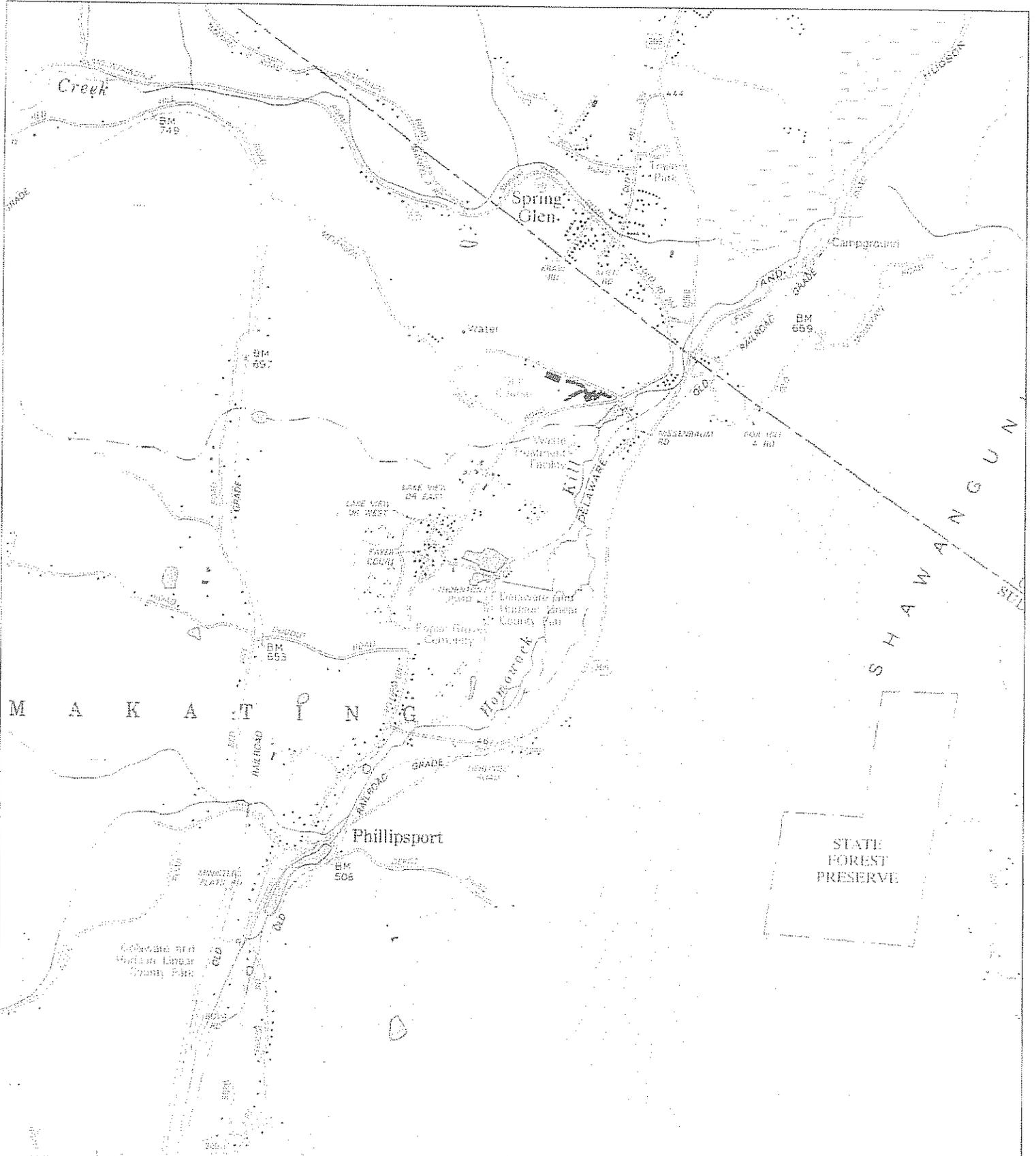
APPENDIX D

Aerial Photo Metro Gravel Phillipsport



APPENDIX E

TOPO & Wetlands Metro Gravel Phillipsport



445000m E. 37°30"

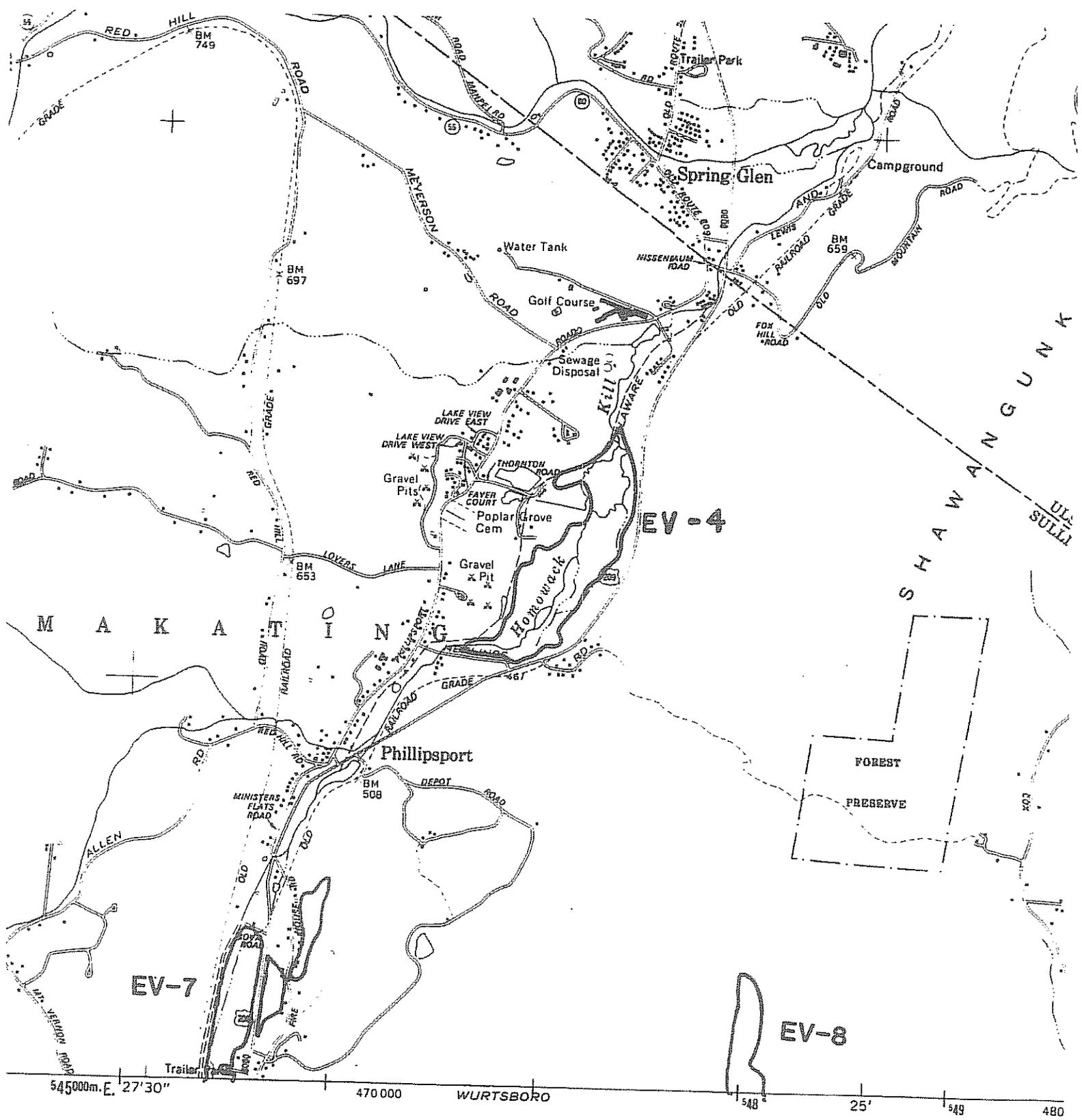
47 900

WURTSBORO

25

SCALE 1:24 000





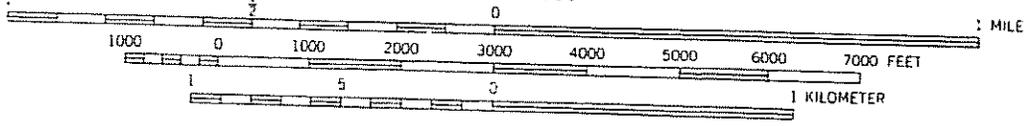
EV-4

EV-7

EV-8

545000m. E. 27'30" 470 000 WURTSBORO 548 25' 549 480

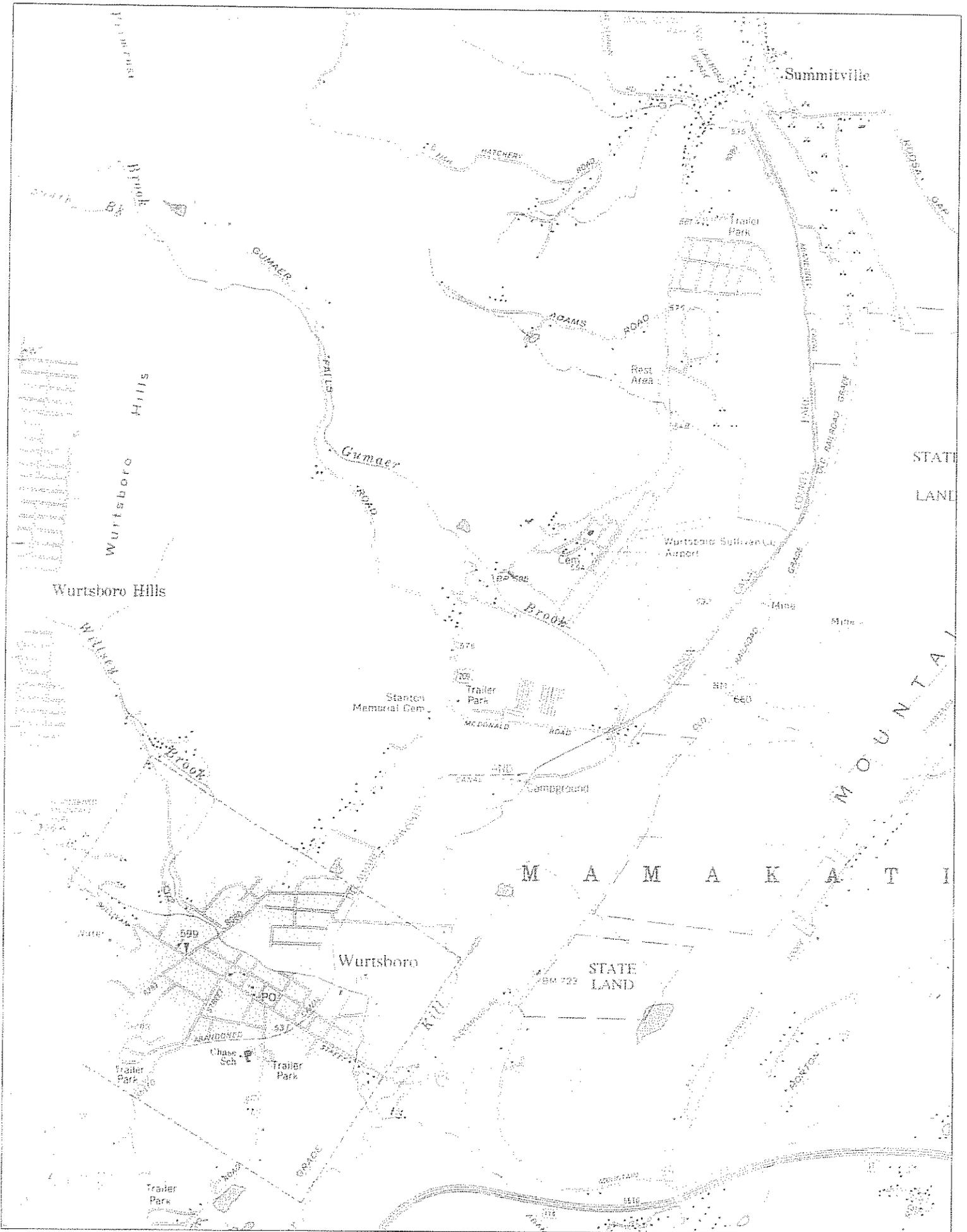
SCALE 1:24 000

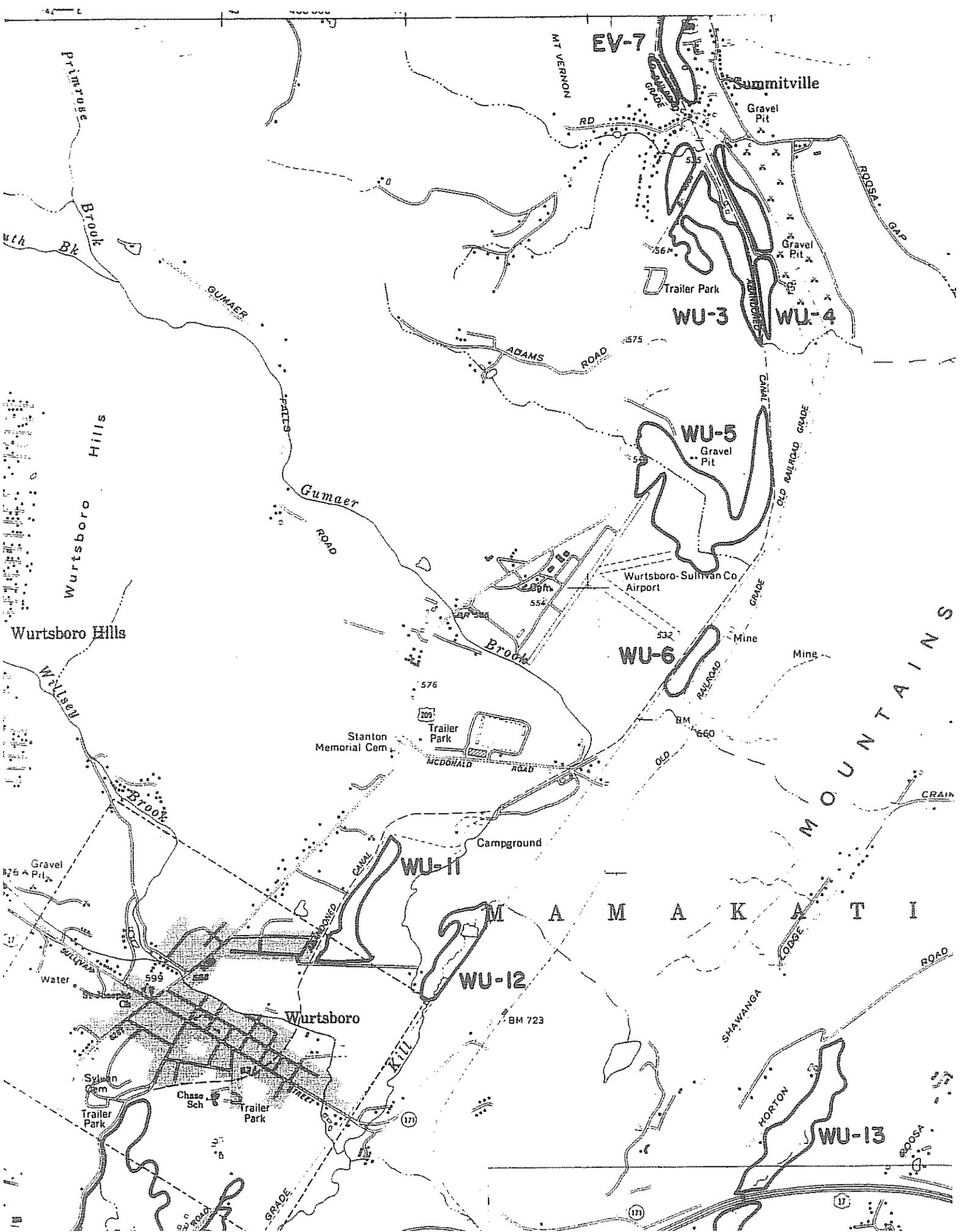


INDEX TO

APPENDIX F

TOPO & Wetlands Maps Wurtsboro





EV-7

Summitville

WU-3

WU-4

WU-5

WU-6

WU-11

WU-12

WU-13

Primrose Brook

Wurtsboro Brook

Wurtsboro Hills

Wurtsboro Hills

Wurtsboro Brook

Gravel Pit

Water

Sylvan Cm

Trailer Park

GUMAER

Gumaer

Brook

Canal

Shawanga Kill

SPADE

Trailer Park

Trailer Park

Stanton Memorial Cem

Campground

Wurtsboro

Chase Sch

Trailer Park

MT VERNON

ADAMS ROAD

MCDONALD ROAD

SHAWANGA ROAD

RD

RD

RD

RD

Gravel Pit

Gravel Pit

Gravel Pit

Mine

Mine

HORTON

Gravel Pit

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72 47 73 00

42 15 42 20

APPENDIX G

Open Space Map

Mamakating Open Spaces with Tax Parcels

Legend

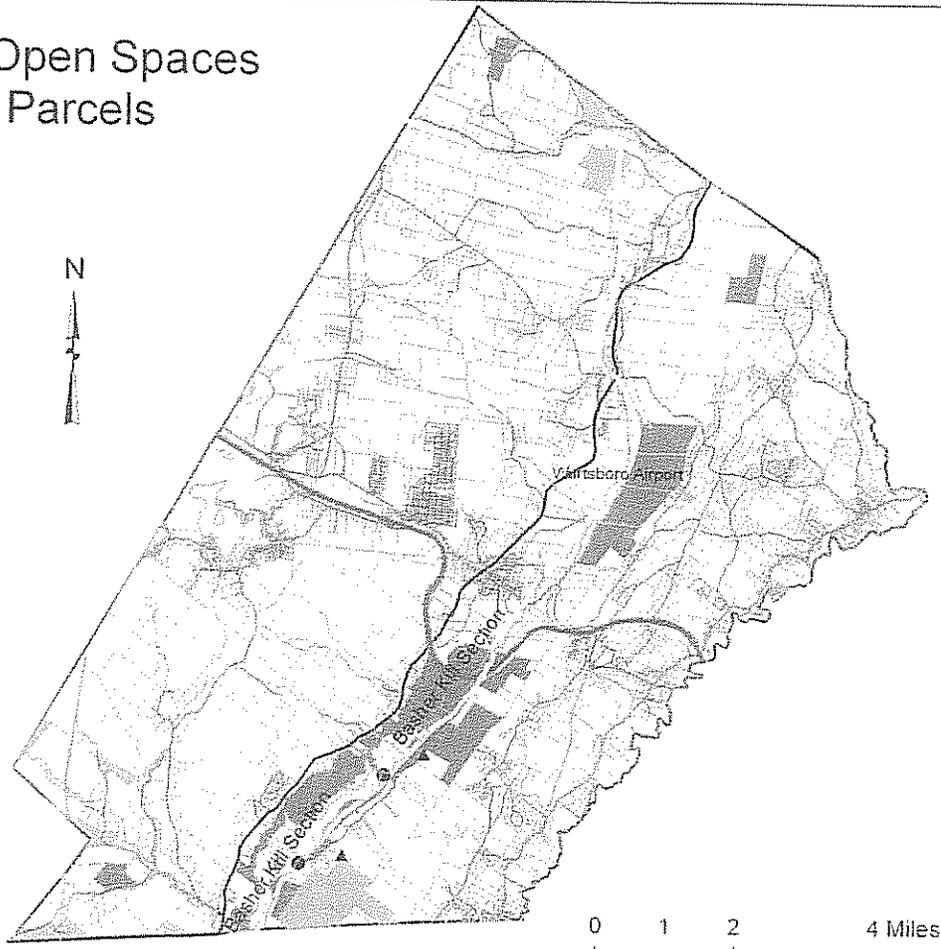
- Prescribed Lands
- Boat Launches
- Park to Trails
- ▲ Trailheads
- Other Roads
- County Roads
- State Roads
- Interstate Highways
- Interstate Ramps
- Tax Parcels
- Lakes

Openspaces in Mamakating Landuse

- Air Transportation
- ▨ Forest Land Under Section 460a
- ▨ Private Hunting and Fishing Clubs
- ▨ State Forest Preserve
- ▨ Town/Village Public Parks
- Mamakating

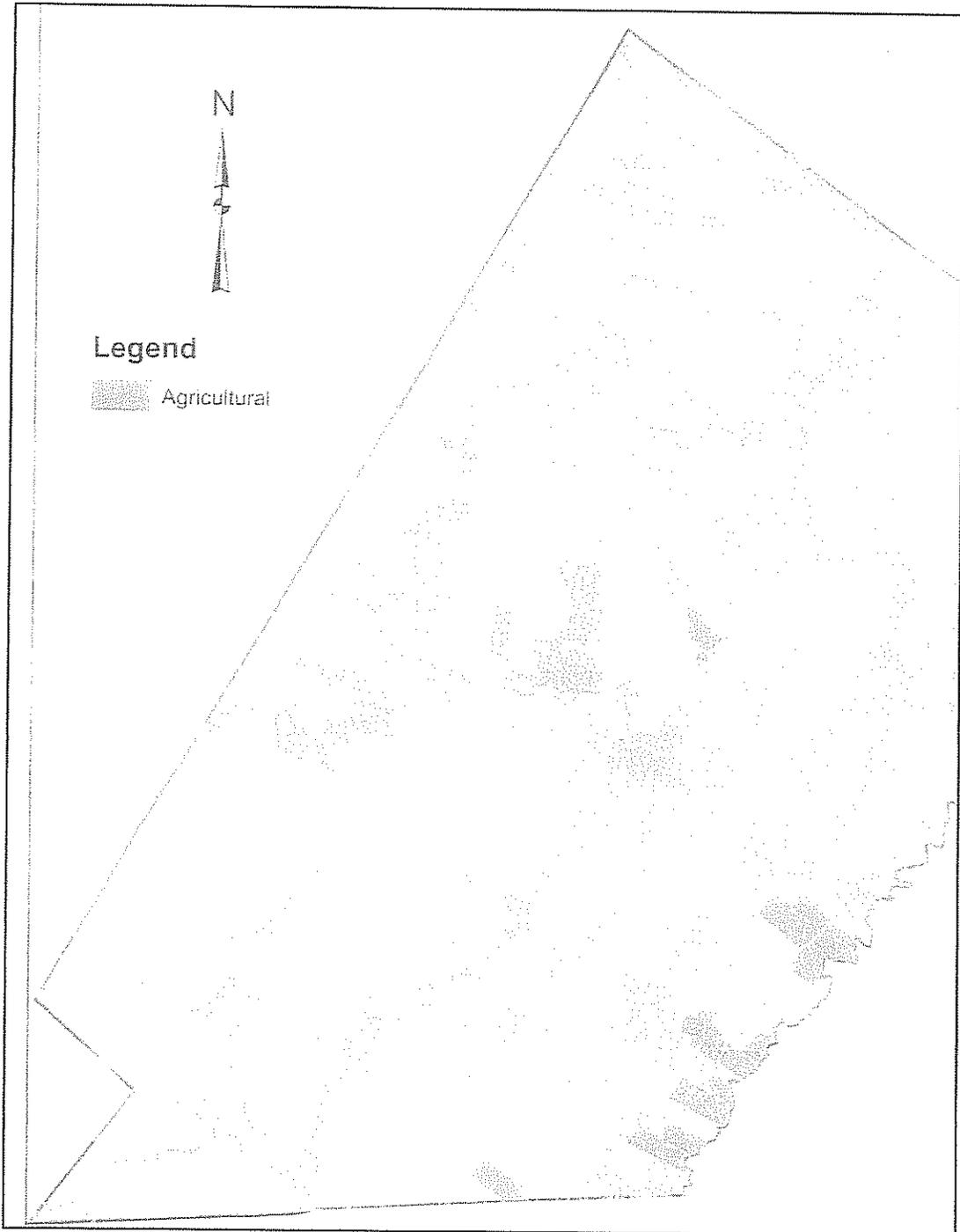
Tax parcel boundaries are for reference only and should not be used for survey or other purposes

Prepared by the
Sullivan County Division of
Planning and Community Development
Date: July 2005



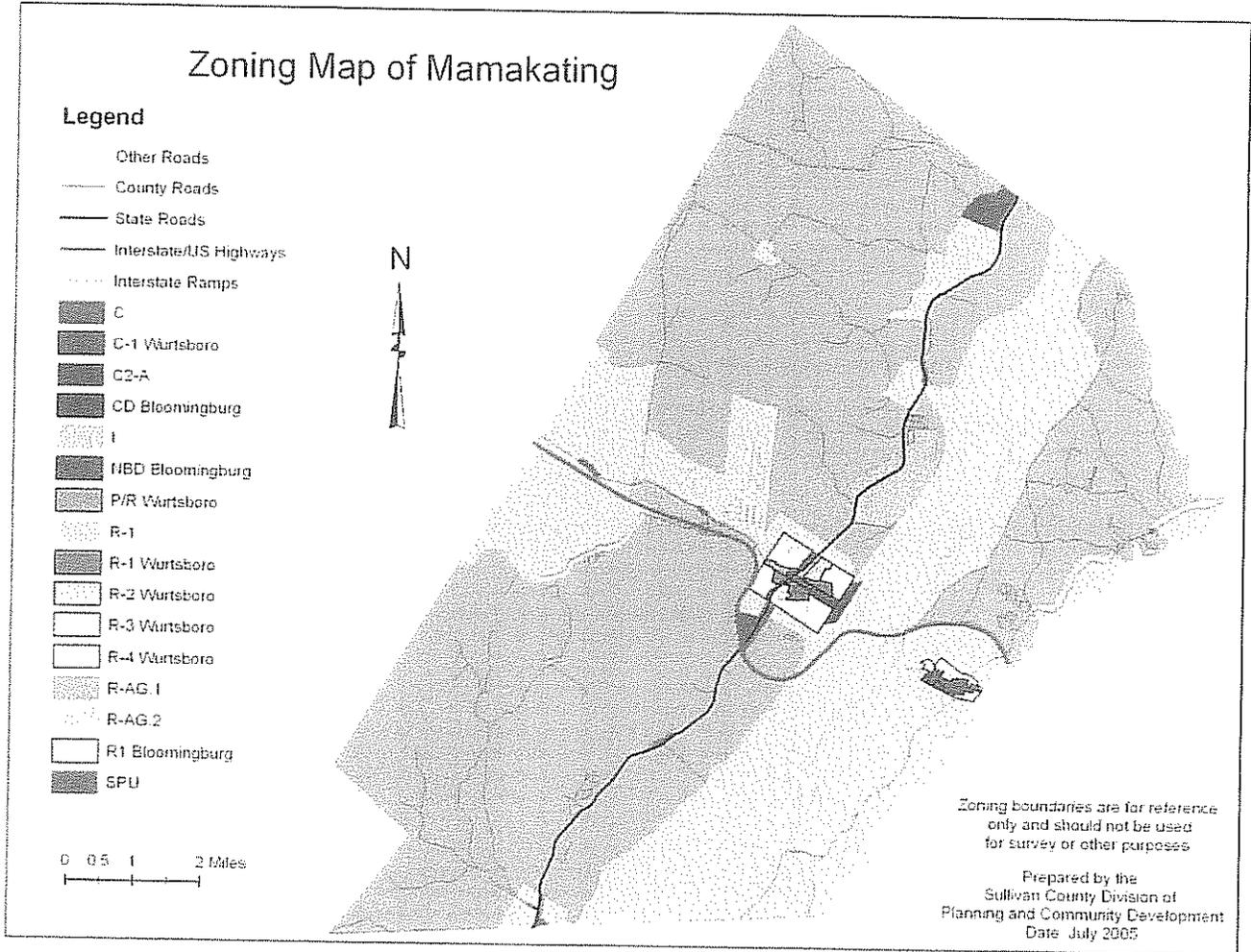
Appendix H

Map of Lands with Agricultural Exemptions



Appendix I
Existing Zoning Map
&
Pre-2001 Zoning Map

Pre – 2001 Zoning District Boundaries



¹ A landuse map identifies the existing land use for each parcel on the map. Typical landuse classifications include: residential, commercial, industrial, parkland, agricultural, and office uses. Colors are used to distinguish each land use classification. *Residential land use* is shown in shades of yellow with single-family in pale yellow and multi-family closer to orange. *Commercial land uses* include retail store, restaurants, gas stations, etc. and are shown in red. *Professional offices* are shown in pink. *Industrial uses* include light manufacturing and warehouse distribution activities and are shown in purple. *Public institutions* include public schools, fire and police stations, etc. These are shown in dark blue. *Private institutions* include churches, synagogues, parochial schools, and other private organizations; these are shown in light blue. Parkland is broken down into two categories: 1) *active parkland* [i.e. lands that include ball fields, playgrounds, etc.], and 2) *passive parkland* [i.e. parkland that is largely undeveloped]. Active parkland is shown in light green, passive parkland in dark green. Finally, *public service* uses including utilities, electric sub stations, etc., are shown in light grey.

² The 2001 Comprehensive Master Plan for Conservation and Development notes that “The Town has several historic hamlet center that can accommodate limited retail and personal services, as well as neighborhood community facilities and serve as the focus of residential clusters with a variety of housing types.” It goes on to note that “hamlet centers are intended to be revitalized and support tourist-related activities, in addition to small convenience retail activities.”

³ The Comprehensive Master Plan recommended the creation of the Winterton/Burlingham Road Economic Development Area, but provided the following conditions. For the PO-District that “expanded access should be provided from Route 17 to avoid traffic impacting North/South Street and Main Street Intersection.”

⁴ Edwards & Kelcey’s DRAFT final report “Catskill Rail Feasibility Study December 2002: Alternative #1 for bringing rail to the Catskills was using a rail extension using Ontario & Western (O&W) right-of-way with stops in High View, Mamakating, and Summitville with a final stop in South Fallsburg. The study notes that “Because of the very significant infrastructure investments and land acquisition costs that would be required further to the west, an initial 12-mile segment could be pursued to the Summitville vicinity. This alignment would reach the growing areas of Mamakating.this alternative creates the lowest cost per rider (\$30-\$149) and has the best farebox recovery ratio (25%).” This segment of rail is estimated to cost approximately \$80 Million. Travel time from Mamakating to NYC would be approximately 2 hours and ten minutes via a connection to the Port Jervis line at Middletown.

⁵ In July, it was noted that the junk vehicles at the salvage yard at the corner of CR 172 and CR 52 were being removed and the site being cleared. Now is an opportune time for the Town to rezone this site in a manner that would encourage the adaptive reuse of the property for something other than a junk yard.

⁶ An Ag Protection Zone could be developed similar to the Town of Fleming, New York. Under the provisions of the Town of Fleming Law, an agricultural protection zone with a 10-acre minimum requirement for the creation of new lots is created. The zoning district allows an alternative creation, when the farmer can show financial hardship or for family member use, of a limited number of 2-acre (up to one per 10-acre). Farmers who create 2-acre lots must front them on an existing road and group these lots together. For each 2-acre lot created, 8 acres of the parent tract must be placed under permanent conservation easement and the development rights permanently retired.

⁷ The 2001 Comprehensive Master Plan notes that the Town should “develop community parks that are readily accessible to existing and planned population concentrations in the Town.

⁸ Adapted from Fort Collins Design Standards and Guidelines for Large Retail Establishments.