

Comprehensive Plan for the Town of Shandaken, NY

As approved by

Shandaken Town Board
July 11, 2005

As recommended by

Shandaken Comprehensive Plan Committee
May 11, 2005

Prepared by

Stantec Consulting Services Inc.
2250 Brighton-Henrietta Town Line Road
Rochester, New York 14623



Vision Statement

Executive Summary – A Vision for Shandaken

This Long Range Comprehensive Plan flows directly from the following vision for the future of Shandaken Township.

Overall, we seek to build our region as one with bustling hamlets, interesting shops, successful restaurants and attractive overnight accommodations, surrounded by open spaces and unspoiled natural beauty – one with a prosperous economy centered around tourism, historically our most enduring business. We seek to protect the existing family businesses which have been the backbone of our economy for generations.

Above all, we want to preserve the artistic, cultural, educational and historical assets of our town. We recognize that The Catskill Park and Forest Preserve, the Belleayre Ski Center and the scenic value of Routes 28 and 42 are our centerpiece assets. We want to preserve the character of these corridors as clusters of commercial enterprises separated by open spaces and with a minimum of roadside advertisements and with non-intrusive signage. We also want to encourage the development of Belleayre Ski Center into an all-seasons attraction.

We recognize that the primary responsibility for the preservation of the environment is served by an overlay of New York State DEC and New York City DEP regulations. Together, these agencies provide perhaps the most stringent regulatory climate in the State. We need to provide for a viable economy within those regulatory constraints on the land we have left.

We put a high priority on the revitalization of our hamlets, developing a vibrant economy in each, based on locally-owned and operated businesses, cottage industries, retail establishments and specialty shops. Towards that end, we urge the formation of a citizens' committee in each hamlet to work with the SHARP Committee and other agencies and organizations as appropriate to develop a coherent, detailed economic development plan with a high probability of success. We urge each hamlet to improve its signage aimed at attracting tourists – particularly Phoenicia and Pine Hill which are bypassed by Route 28.

By no means are we “against developers”. We will work in good faith with any cooperative developer to be sure their proposed plans and developments conform to the criteria set forth in this Comprehensive Plan and the existing ordinances of the Town.



Robert G. Cross Jr.
Shandaken Town Supervisor

Shandaken Town Board

Robert G. Cross, Jr. – Town Supervisor
Jane Todd - Town Board Member
Edna Hoyt - Town Board Member
Joe Munster - Town Board Member
Paul Van Blarcum - Town Board Member

2004 Comprehensive Plan Committee

Chuck Perez- Chairman
Robert Stanley- Secretary
John Horn
Harry Jameson III

Stantec Consulting Services Inc.
Charles Huffine, A.I.C.P.

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INTRODUCTION

New York State Town Law (§272-a) authorizes preparation of a master (or comprehensive) plan by a town and sets forth the procedures to be followed. The law includes a statement of "legislative findings and intent" that emphasizes the importance of the planning process to the health, safety, and general welfare of town residents and the essential need for open citizen participation in the design of the comprehensive plan.

The law goes on to define the comprehensive plan as follows:

"Town Comprehensive Plan" means the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports, and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices, and instruments for the immediate and long-range protection, enhancement, growth and development of the town located outside the limits of any incorporated village or city."

This plan for the Town of Shandaken recognizes that future actions in the town are dependent on a variety of factors and interrelated decisions by both government agencies and private property owners, including many that cannot be predicted in advance. Therefore, the plan is designed as a policy document that sets forth goals and objectives for the town's future, which can be used to evaluate future proposals for actions by public and private entities. The plan will serve as a guide for decision makers and a statement of the town's policies for its future.

Most rural communities, like the Town of Shandaken, were originally established without comprehensive plans, review boards, or regulatory controls. The historic hamlets and natural features, which shaped growth and rural roads, remain from the era of initial development and combine to create a picturesque environment that has formed the basis for a long-standing tourist-based economy.

By carefully examining current conditions and issues in the context of citizen involvement, a community can prepare a comprehensive plan to guide its future. The plan should establish community goals and include recommendations intended to preserve the environment, while supporting growth that is compatible with community standards.

The Town of Shandaken does not have a comprehensive plan. However, the town has enacted land use regulations to guide development, including the subdivision regulations approved in 1971, the town's first Zoning Law enacted in 1976 and substantially revised and amended in 1987. This law delineates eight zoning districts and provides standards for development in each district.

In 1999 and 2004, the Town Board applied for and received grants from the New York State Department of State and the New York State Department of Transportation to prepare its first Master Plan. The Board appointed a Comprehensive Plan Committee to prepare a plan for recommendation to the Town Board. Under New York State Law, such a plan can only be adopted by the Town Board.

In the course of preparing this plan, two critical sets of resources have been used:

Previous Reports: Among those reports, which have been referenced during this process, are:

- "Resource Protection and Economic Development Strategy for the Route 28 Corridor," Route 28 Corridor Committee, 1994;

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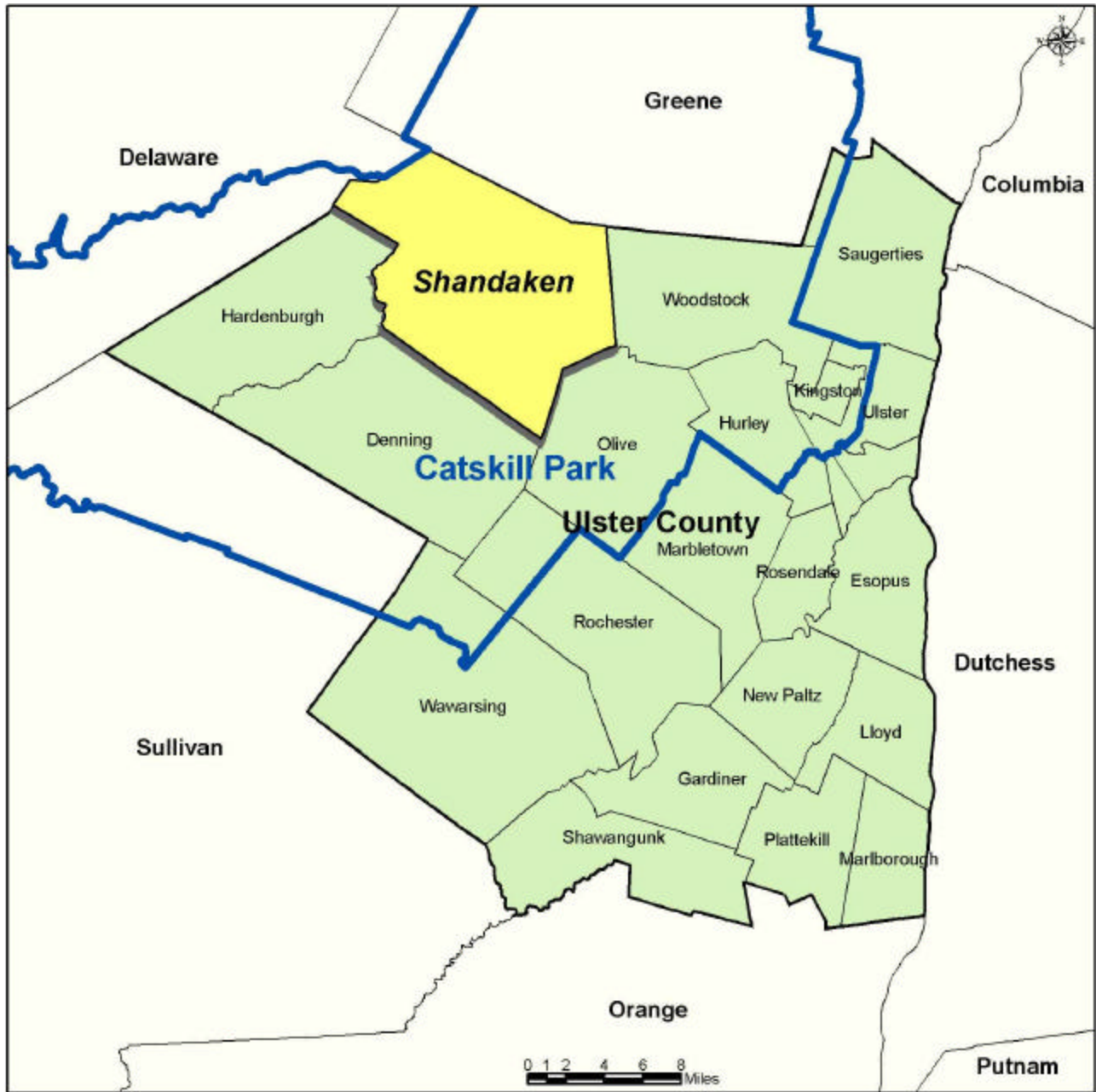
- "Tourism Development Plan for the Central Catskills," Central Catskills Planning Alliance, 1998;
- "Catskill Forest Preserve Public Access Plan," NYSDEC, 1999;
- "West of Hudson Economic Development Study for the Catskill Watershed Corporation", July 26, 1999;
- "Shandaken Wild Forest Draft Unit Management Plan," NYSDOT, June 2003;
- "Ulster County Transportation Plan," April 2003;
- "Ulster County Land Use Plan;"
- 2002 "Draft Proposed Comprehensive Plan;"
- 2001 "Draft Proposed Comprehensive Plan."

Public Involvement: This has been an integral part of the development of this plan. Opportunities for public comment have been created since the initial step of the plan development, starting in 2000. The various forms of public involvement are listed as follows:

- **Questionnaire:** In June 2000, the Shandaken Master Plan Committee conducted a town-wide survey. Over 3,000 surveys were mailed to property owners and registered voters; 759 households responded, resulting in a return of approximately 25 percent. Shuster Associates, Inc., the Town Planning Consultant, and a qualified volunteer, tabulated the survey results. The results of the survey are reflected in this plan and included in the Appendix as it was introduced in the original 2001 Draft Plan.
- **Community Workshops:** In November 2000, two community workshops were held at the Town Hall and were facilitated by Helen Budrock of the Catskill Center for Conservation and Development. The workshops were conducted to encourage an informal interactive process to allow residents to share opinions and develop goals for the town's future. Over 100 people participated and, at the conclusion of each workshop, voted on the most important goals for the town over the next 10 years. A summary of the workshop results are reflected in this plan and included in the Appendix as it was introduced in the original 2001 Draft Plan.
- **Public Meetings:** Throughout the development of past and current plans, several public meetings were held to provide a forum for comment on the draft plans as follows:
 - Public Hearing – December 2001 – Town Hall
 - Public Hearing – January 27, 2003 – Belleayre Ski Center
 - Public Information Meeting – October 6, 2004 – Town Hall
 - Public Hearing – April 6, 2005 – Phoenicia Elementary School
- **Public Comprehensive Plan Committee Meetings:**
 - 2002 Plan Committee Meetings – Thirteen meetings were held from May through December.
 - 2004 Plan Committee Meetings – Six meetings were held at the Town Hall and open to the public. Video tape recordings of these meetings are available and were aired on the local public service television station.
 - 2005 Plan Committee Meetings – Ten meetings were held from August 2004 through May 2005. All were open to the public and video tape recordings are available.

This plan will take us through Shandaken's History, the town's current conditions and opportunities, the town's needs for the future, and goals and future actions to ultimately achieve the vision for our community. Figure 1 illustrates the Town of Shandaken in a regional context.

Figure 1 – Town Location



I. SHANDAKEN HISTORY

A. Natural Setting

The Town of Shandaken resides in the heart of the Catskill Mountains, which are located approximately 100 miles northwest of New York City. Encompassing four counties and over 6,000 square miles of mountains, forests, rivers, and farmland, the Catskills are often referred to as America's First Wilderness because scholars trace the beginnings of the environmental conservation movement to this beautiful area. With almost three dozen mountain peaks over 3,500 feet in elevation and six major river systems, the Catskills are an ecological resource of significant importance.

Pure air and water, rich farmland, parks and forests, clear-flowing streams, cascading waterfalls, grand panoramic views and historic villages characterize the Catskills. Long renowned as a prime vacation destination, the Catskills offer a variety of recreational opportunities including hiking, skiing, camping, biking, rock and ice climbing, canoeing, kayaking and inner-tubing, fishing, hunting, bird-watching, or just plain rubber-necking.

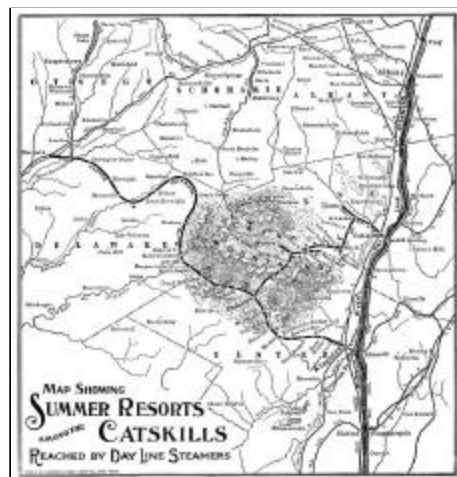


The Central Catskill region spans a natural system of valleys, which traverse the mountains following the upper reaches of the Esopus Creek and the East Branch of the Delaware River. The Town of Shandaken consists of approximately 79,200 acres and 110.82 miles of highways. The town has distinctive characteristics and historical significance surrounding its unique twelve hamlets of Woodland Valley, Oliverea, Chichester, Bushnellsville, Mt. Pleasant, Mt. Tremper, Phoenicia, Shandaken, Allaben, Big Indian, Pine Hill and Highmount.

Generally, the mountains consist of steep wooded slopes, and in some locations, show a terrace pattern, reflective of weathering difference in the conglomerate, sandstone, and shale beds that underlie the Catskills. Steep mountain runs convey water from the shallow hillside soils into larger creeks such as the Esopus that can change in character from a quiet flowing stream to a raging torrent with an afternoon thunderstorm.

B. Early History

The valleys of the Central Catskills made natural travel routes for both Indians and colonial Europeans. This access, both to the Catskills area and beyond, has had a profound effect upon the region's history. During pre-European times, much of the Central Catskills were inhabited by the Minsi subgroup of the Lenni-Lenape people, who were also referred to as the "Delaware" people by the British. One major Minsi settlement, a "principal fire" known as Pakatakan, existed near present-day Margaretville just west of Shandaken. By the time Dutch settlers from Hurley explored new lands near the Pakatakan settlement in 1762, out-migration and the introduction of European diseases had decimated the Minsi population.



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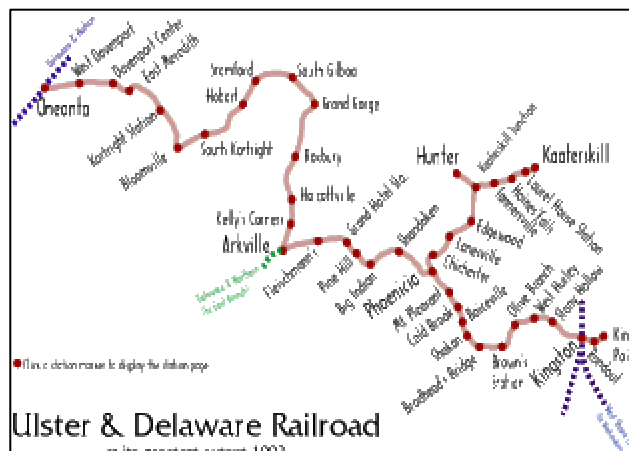
During the colonial era, the Central Catskills were part of the Hardenbergh Patent, in which ownership was mostly in the hands of the Livingston family by the Revolutionary War. The Town of Shandaken was part of Woodstock until 1804. Yankees fleeing the stony soils of Connecticut joined immigrants from other states and foreign shores in exploring the region west of the Hudson in the hopes of locating arable farmland. Settlers in the valleys of the Central Catskills soon learned to use the natural resources of the mountains to supplement their attempts at farming, and small sawmills and tanneries sprouted across the landscape. The military demand for leather goods during the War of 1812 spurred the development of large-scale industrial tanneries, which not only decimated the small handicrafters, but also much of the extensive hemlock forests in the Catskills.

In the 19th Century, tanning and other industries of the Central Catskills became profitable due to transportation improvements and innovations. The Hudson River was opened up to competition amongst steamboats, resulting in shorter travel times between New York City and river ports, such as Rondout (now part of Kingston) and the Catskills. Turnpikes were chartered and constructed to provide access to resource-rich hinterlands.



Horse-drawn wagons full of lumber, furniture, hides or bluestone, another developing industry, shared the turnpike with stage coaches that brought mail and visitors to the region, including sportsmen to hunt and fish from the natural bounty of wildlife that was present. Many settlers along the turnpike route had rooms for rent in their homes, or built boarding houses, in order to provide lodging for the team drivers, as a trip in a fully-loaded wagon between Shandaken hamlet and Kingston took three days.

Construction of the Rondout & Oswego Railroad (later the Ulster & Delaware) provided a new, more efficient means of transportation for both freight and passenger traffic. The R & O reached Shandaken hamlet in 1870. Following its reorganization as the Ulster & Delaware Railroad in 1875, it began to promote the Central Catskills as a tourist destination. A great wave of resort hotel construction followed until the turn of the century. Pine Hill was one of the focal points, with 20 such facilities, including the Grand Hotel built on the Delaware County Line.



The 418-room Grand Hotel (1881-1966) Highmount, N.Y., opened in 1881 by the Ulster & Delaware Railroad, sat on the side of Monka Hill, with a commanding view down the Big Indian Valley towards Slide Mountain. The hotel was a copy of the famous Oriental Hotel on Coney Island in New York City. Because of its affiliation with the railroad, it remained in operation until 1966, long after the other great hotels of its era had closed.

The natural beauty and resources of the Central Catskills, including and surrounding Shandaken, influenced two major movements with effects far beyond the Catskills. An unknown painter named Thomas Cole first visited the Catskills in 1825. He soon was creating landscape paintings, which were tremendously popular and produced numerous followers, known as the Hudson River School. The paintings also helped to promote interest in the Catskill Mountains and the development of resorts and retreats from which their beauty could be appreciated. In the second half of the 19th century, John Burroughs, a native of nearby Roxbury in Delaware County, raised the public consciousness about the value and beauty of the natural environment. His writings were based on his experiences in the Catskills and formed the genesis of the environmental movement, which continues to this day.



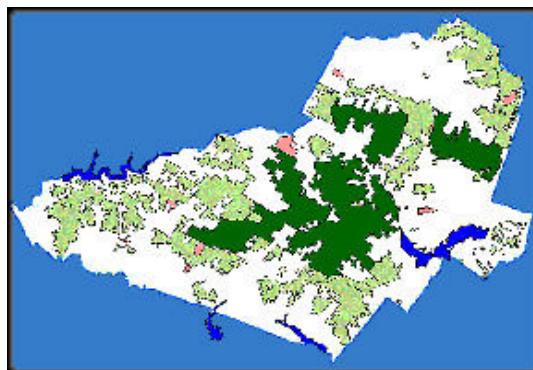
Following the turn of the century and more so after World War I, the demographics, which had supported the hotel industry, had changed. The automobile and the modern highway system curtailed demand on passenger railroads. The Ulster & Delaware Railroad's passenger traffic peaked at 676,000 in 1913 and declined afterwards. Ski trains were run to Simpson's Slope, which opened in 1935 in Phoenicia for a time, but passenger service was discontinued in 1955. Air-conditioning and convenient air travel further reduced the number of people who had been coming to the Catskills for vacations and to beat the summer heat of the city. However, winter visitors somewhat offset those declining numbers. The ski industry in the Catskills developed in response to growing demand for year-round outdoor recreational opportunities. Highmount Ski area was started in 1946, and in 1949, New York State built Belleayre Ski Center. Hunting and fishing, which had suffered due to environmental degradation by the tanneries and quarries, were on the rebound.

C. Major Events

Several major events have shaped the Central Catskills and the Town of Shandaken over the past century.

1. Catskill Forest Preserve

The justification for creating the Forest Preserve was to protect water resources and open space, and to provide opportunity for recreational uses (Catskill Forest Preserve Public Access Plan, 1999). The first trail was built in 1892 to the summit of Slide Mountain, the highest peak in the Catskills at 4,180 feet.

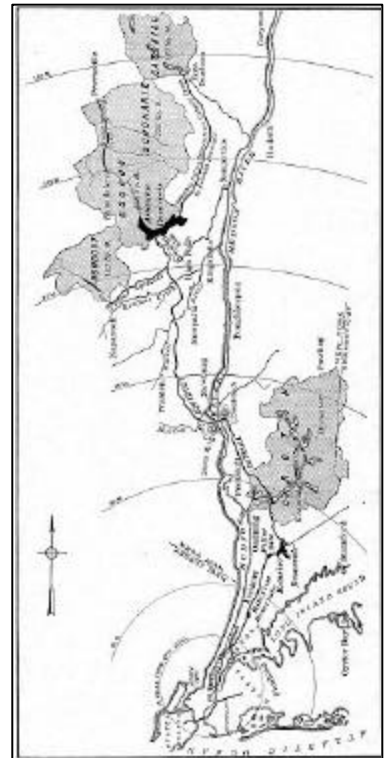


The Catskill Park was established by the New York State Legislature in 1904 and encompasses an area of Delaware, Greene, Sullivan, and Ulster counties in which state-owned or acquired lands were classified as forever-wild Forest Preserve. The Catskill Park is a checkerboard of public and privately owned lands. While the percentages change when the state acquires new land, the ratio of private-to-public is about two to one. The state owns over one-third of the land within the park boundaries, and the balance is privately owned. These state-owned lands within the "blue line" boundary of the Catskill Park are designated as the Catskill Forest Preserve, and the New York State Constitution requires that these lands be **"forever kept as wild forest"**.

Over the century, since it was first established, the Catskill Forest Preserve has grown from its original 33,894 acres to its current total of almost 300,000 acres and now constitutes over 40% of the total area of the Catskill Park. The Forest Preserve encompasses the highest mountains in the Catskills, including many of the 35 peaks over 3,500 feet in elevation. The State of New York continues to acquire land within the Catskill Park to add to its Forest Preserve holdings, with the goal of preserving lands of critical ecological importance to the Catskill Mountain region. Today, there are over 700,000 acres of parkland contained in Catskill Park.

2. New York City Watershed

Pressure to satisfy the needs of New York City for a safe and sufficient water supply increased after the droughts in 1895 and 1896. Various alternatives to provide new water supply sources were investigated over the next 10 years, culminating in 1905 when the New York State Legislature approved creation of the New York City Board of Water Supply with powers to establish reservoirs and regulate the watershed in the Catskill Mountains. The 1909 plan for the construction of the world's greatest aqueduct system is shown to the right. This system now includes six reservoirs and a regulated watershed of over 1,600 square miles. In response to new federal standards for public water supplies, the New York City Department of Environmental Protection (DEP) issued new draft watershed regulations in September 1990. The 35 communities in the Catskill watershed organized the Coalition of Watershed Towns to respond to the regulations which they believed would have major impacts on the economy of the region. After long negotiations in 1997, an agreement was reached on a Watershed Protection Plan to maintain and enhance the quality of the city's drinking water supply, while protecting the economic vitality and social character of watershed communities.



3. Belleayre Ski Center

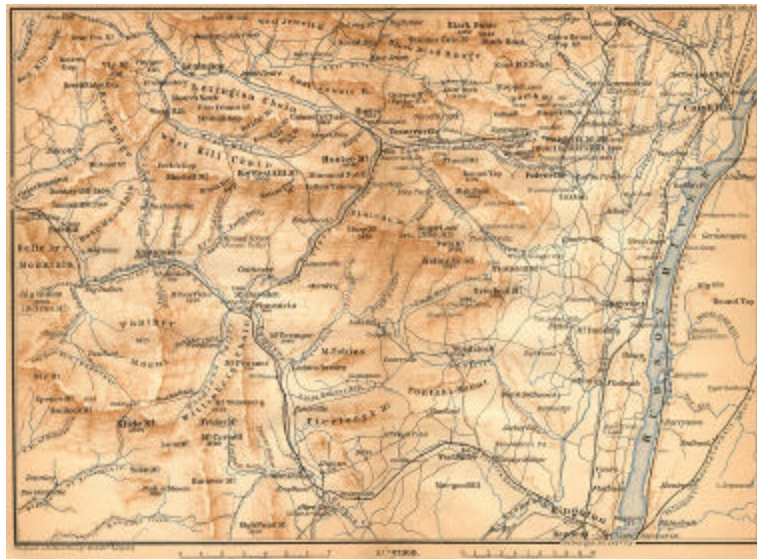
Creation of the Catskill Park was followed by acquisition of land, much of it on sensitive and remote mountaintops, to preserve it as "forever wild." In November 1947, the people of New York voted and approved the creation of Belleayre Ski Center by amending the New York State Constitution to allow for construction of a ski center on Belleayre Mountain in Ulster County. In 1949, New York State began construction of the Belleayre Ski Center in Highmount.



Operated by NYSDEC, the Belleayre Ski Center and the Pine Hill Lake Day Use Area now comprise one of the major tourist destinations in the region, which accommodated 175,000 skiers in 2002, approximately 165,000 skiers in 2003 and generates patrons for many of the region's tourism-based businesses. Recent investments to improve physical facilities and marketing at Belleayre has demonstrated the state's long-term commitment to maintaining this major resource. Over the past 50 years, numerous proposals have been put forth for the ski center's expansion. Every ten years, Belleayre Ski Center is required to draft a new Unit Management Plan that identifies future development and capital improvement projects. In addition, in keeping with the Catskill State Park Master Plan, future construction and/or expansion of facilities on State-owned land must be considered in the context of the Unit Management Plan, the State Environmental Quality Review Act (SEQRA) and the public hearing process.

4. Realignment of Route 28

Route 28 was always the main artery through the valley, running through virtually every hamlet. In the 1960's, Route 28 was rebuilt and realigned to bypass many of the hamlets. This new alignment allowed automobile traffic to travel through the heart of the Catskills more quickly, but also effected auto-dependent businesses on the hamlet main streets and encouraged new business activity along the new route. More recently, revitalization efforts in the larger hamlets, particularly Phoenicia and Pine Hill, have benefited to some extent by the absence of through traffic.



1903 Map of the Catskill Region

II. SHANDAKEN TODAY

This section highlights the conditions of the community today related to population and housing, land use and development limitations, economy and tourism, historic resources, infrastructure, community services and natural features.

A. Population and Housing

A review of population and housing characteristics in Shandaken provides insight into the evolving demographics of the community. A detailed demographic assessment was undertaken with the previous draft plans. This section will highlight some of the trends.

Table 1 - Summary of Census Data			
<i>(source: US Census)</i>			
		Shandaken	Ulster Co.
Total Population			
	1990	3,013	165,304
	2000	3,235	177,749
	% Increase/Year	0.74%	0.75%
	2002 (est.)	3224	179,986
Age Profile (%)			
	0-4	4.90%	5.50%
	5-19	17.40%	20.70%
	20-44	27.70%	35.70%
	45-64	32.60%	24.80%
	65+	17.40%	3.40%
	Median	45	38.2
Race			
	White (%)	94.70%	88.90%
	All Others (%)	5.30%	11.10%
Average Family Size			
		2.82	3.03
Housing			
	Total Units	2,668	77,656
	Occupied (%)	54.90%	86.90%
	Vacant Seasonal (%)	29.50%	6.70%
	Owner Occupied (%)	72.10%	68%

Total population in Shandaken in the year 2000 exceeded the population in 1900 for the first time in 100 years. From a peak of 3,053 in 1900, population declined steadily to a low of 1,875 in 1940. It has risen slowly since then to its current 3,235 residents according to the 2000 Census data. Recent population estimates through 2002 are also shown to be consistent with past trends.

A summary of population and housing statistics from the 2000 census is set forth in **Table 1** which also includes Countywide data. The data shows comparable population growth in the Town as compared to the County. The data emphasizes the older age profile of Shandaken. The median age and the population over 65 are notably higher than the County median.

The census data indicates a growing disconnect between the cost of housing and the ability of local wage earners to afford a place to live. Community impacts associated with a gap in affordability are substantial and include difficulty in attracting new businesses and lack of labor availability for existing businesses. Transportation impacts associated with an increase in county-to-county commutation also occur, as families chase affordable housing or higher wages.

Here are some other detailed social characteristics of the Shandaken population:

Housing

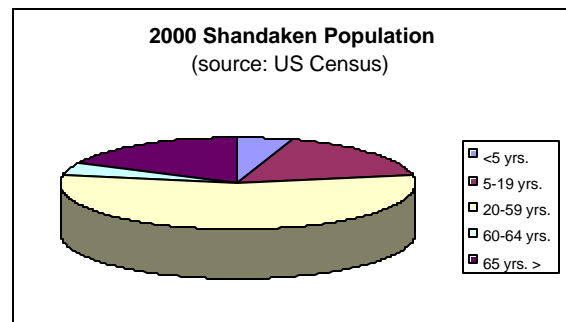
- Of the 2,668 housing units in Shandaken, 45% (1,203 units) are owned by part-time residents.
- 80% of the 2,668 housing units in Shandaken are one-unit, detached structures (single-family). The next largest category (8%) consists of mobile homes.
- Of the 1,463 households, 57% (830) are family households and 43% (633) are non-family households.
- 55% (1,463 units) of the housing units are owned by full-time residents.

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- 53% of full time residents in Shandaken moved into their current residence between 1990-2000.
- Vacancy rate for homeowners is 4.8% and the rental vacancy rate is 16.2%.
- Approximately 62% of housing structures are over 45 years old.
- 5.8% of the Shandaken homes were built since 1990.
- Over 91% of full time residents have one or more vehicles.
- Self-declared housing value has remained constant at \$91,500 since 1990, which is far below the Ulster County average of \$113,100.
- Over 75% of the current single family homes are considered affordable; less than 25% are considered above the affordability threshold.
- Seasonal units decreased by 320 and total occupied units grew by 383. This, coupled with the new construction, tends to confirm the conclusion that second homes are now being utilized more on a full time basis.
- Homeownership rate increased from 70.4% to 72.1% (1990-2000), while the county rate dropped from 69.2% to 68.0%.
- 45.1% of the renters pay over 35% of their income for housing (36% and over is considered rent-burdened), as compared to 36.2% for the County.
- Between the years 1998 and 2004, housing prices in Ulster County have nearly doubled. In the Town of Shandaken, the average prices have nearly tripled to \$210,000, increasing at a rate of 19.5% per year.
- Household income has only increased at a rate of 1.5% to 3% per year over that same period.
- In 2004, only 28% of the home sales were affordable to households with incomes at or below the Ulster County median, which was \$63,995.

Population & Education

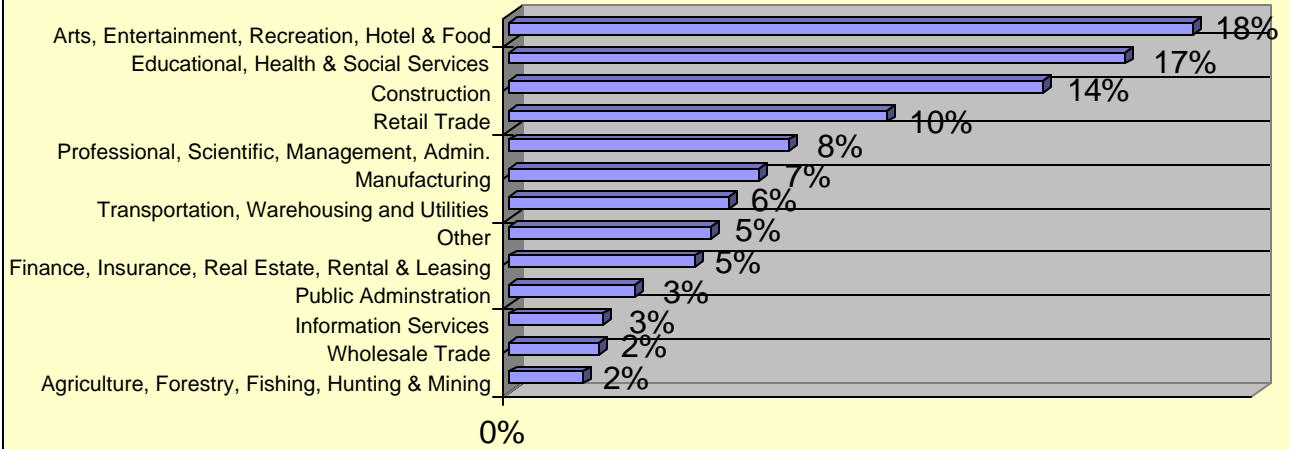
- Population growth is stable at less than 1% per year since the 1990 Census.
- The median age in Shandaken is 45 years versus 38 years in Ulster County.
- The >65 population segment, which comprises 17.4% of the Shandaken population, is five times greater than the Ulster Co. rate.
- 84.2% of full time residents have attained a high school degree or higher education. This is an increase from 70.9% in 1990.
- 26.6% of full time residents have a bachelors degree or higher, versus 16% in 1990.



Income & Employment

- Town ranked last out of the 21 towns and villages in Ulster County in household and family median income in 1990 and 2000.
- However, Shandaken experienced the greatest median income increase (+15%) in the county.
- Average per capita income is \$21,121 - higher than the Ulster County average.
- The median family income is \$40,927, versus \$25,216 in 1990.
- Family income over \$75,000 has increased to 20.8% versus 3.1% in 1990.
- Largest industry (18%): arts, entertainment, recreation, accommodation, food service.
- 18.7% are self-employed, versus 9.2% in Ulster County.

Employment of Shandaken Full-Time Residents



B. Land Use & Development Limitations

The present land use pattern has been influenced by the historic pattern of hamlet development, highway-oriented transportation and state land ownership. The Town includes 12 hamlets (six delineated areas), each with a distinct character. Roadside development often includes older dwellings and tourist-oriented businesses, such as motels and restaurants, interspersed with real estate offices and businesses/services that address the needs of local residents. Small pockets of resource-related industries (sawmills and bluestone) still exist, but are not the economic factor that they were a century ago. The Forest Preserve lands stretch across the corridor in a patchwork pattern. Figure 2 shows the current land use patterns. Figure 3 shows the current Town Zoning. It should be noted that a concurrent effort is underway to update and amend the Zoning map and regulations; however, it is not complete at this time for incorporation into this plan.

In order to provide opportunity for economic development, the Watershed Protection Plan allowed Towns to delineate hamlet areas in which New York City can not acquire additional land. Shandaken designated eligible hamlet areas - Mt. Tremper, Phoenicia, Shandaken/Allaben, Big Indian, Pine Hill and Chichester - and delineated a total additional area of almost 600 acres. This designation also serves the additional purpose of enabling a landowner within the designated area to be exempt from the regulatory prohibition on the creation of new impervious surfaces within 100 feet of a watercourse. Based on available information, some designated Hamlet areas, however, do not appear to correspond to what are generally considered the Hamlet boundaries (Figures 4a-4g). This is discussed further in Section H. "Non-matching", in Figures 4a-4g, indicates that the parcel numbers are not an exact match (they may have been subsequently subdivided), but are likely included. In addition, there are several parcel numbers which do not appear to exist, according to Town records.

Figure 2 – Existing Land Use (source: Ulster County – parcel data)

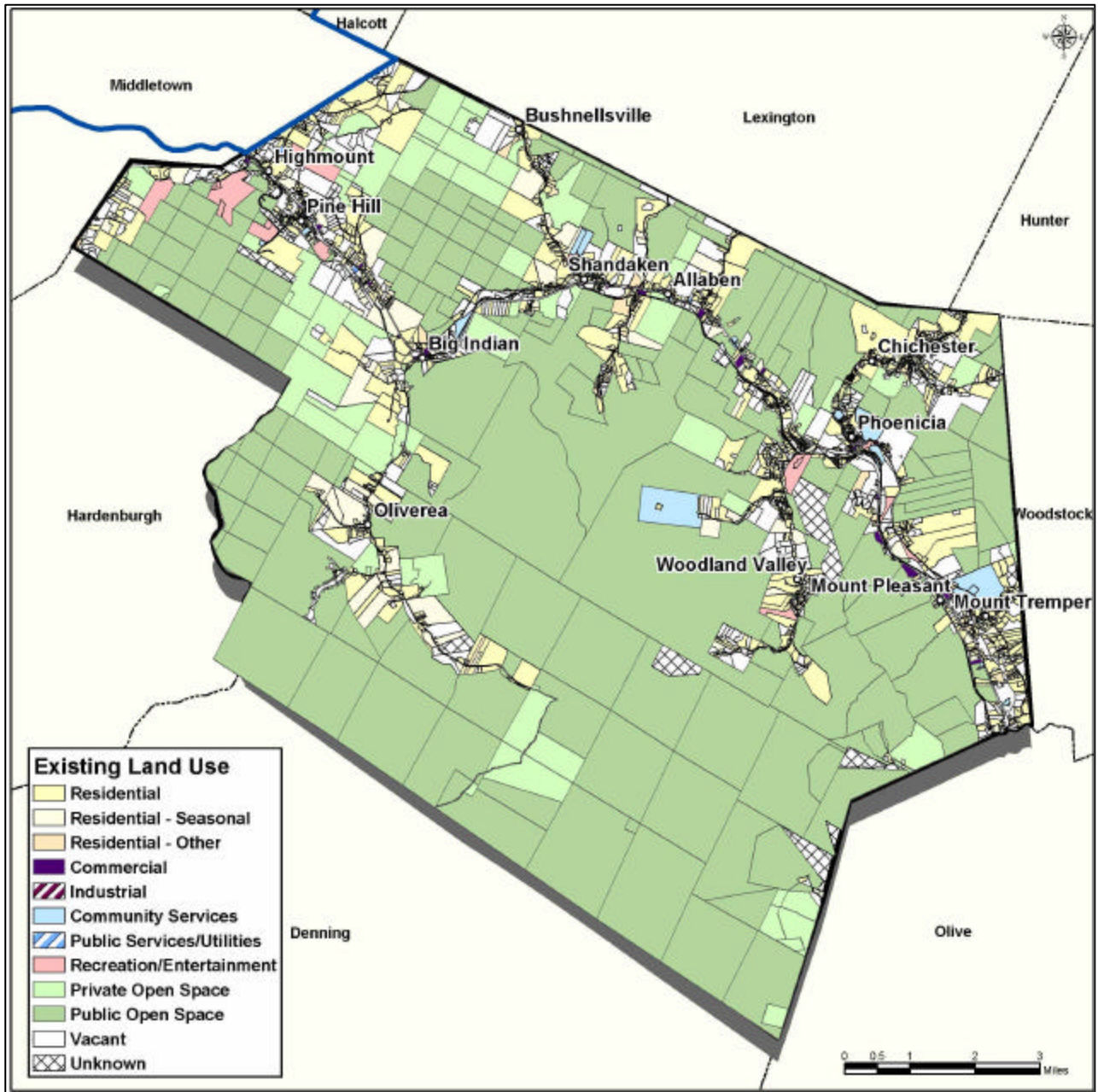


Figure 3 – Existing Zoning (source: Ulster County – zoning)

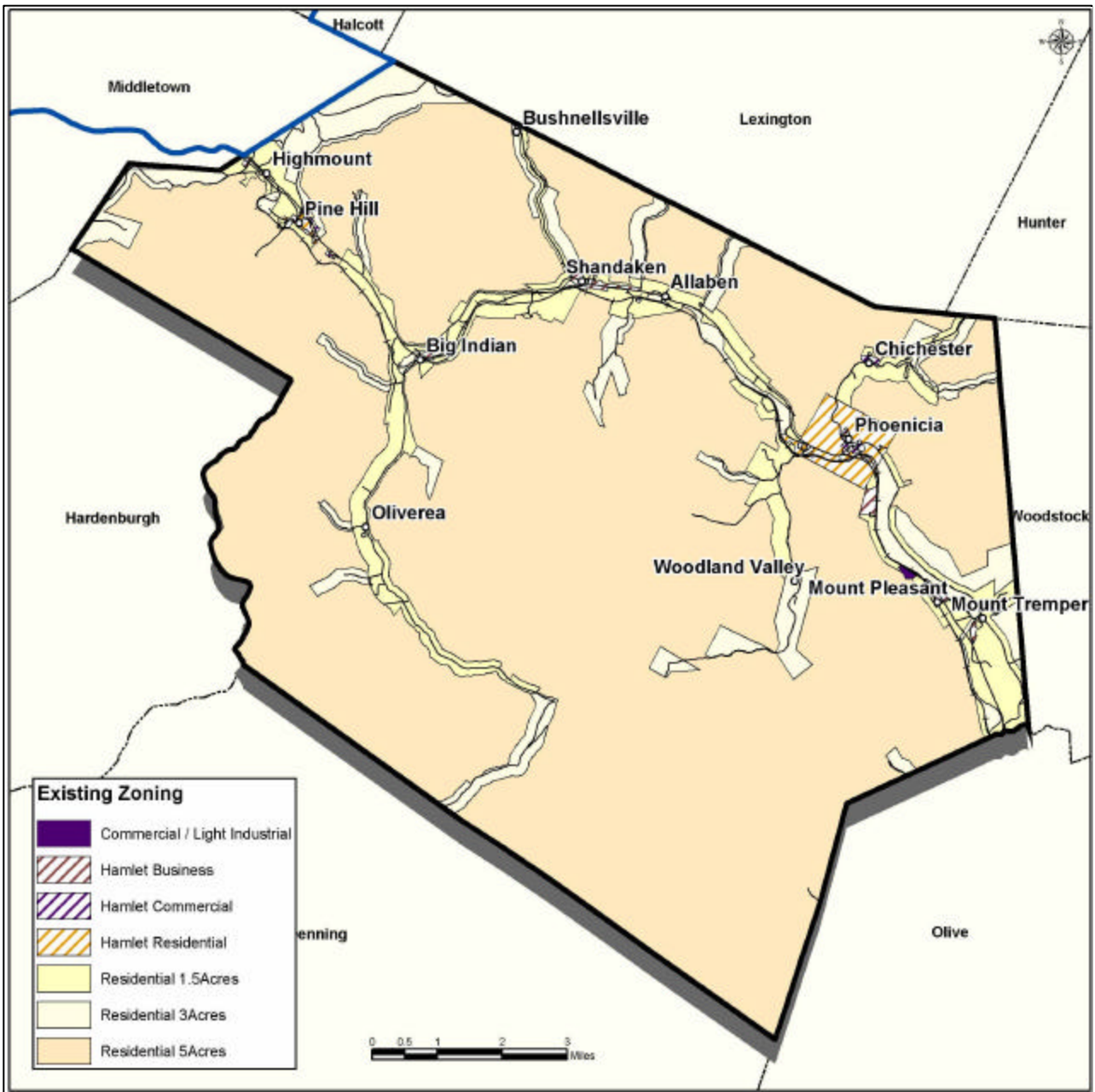


Figure 4a – Pine Hill Designated Hamlet Areas (source: NYCDEP)

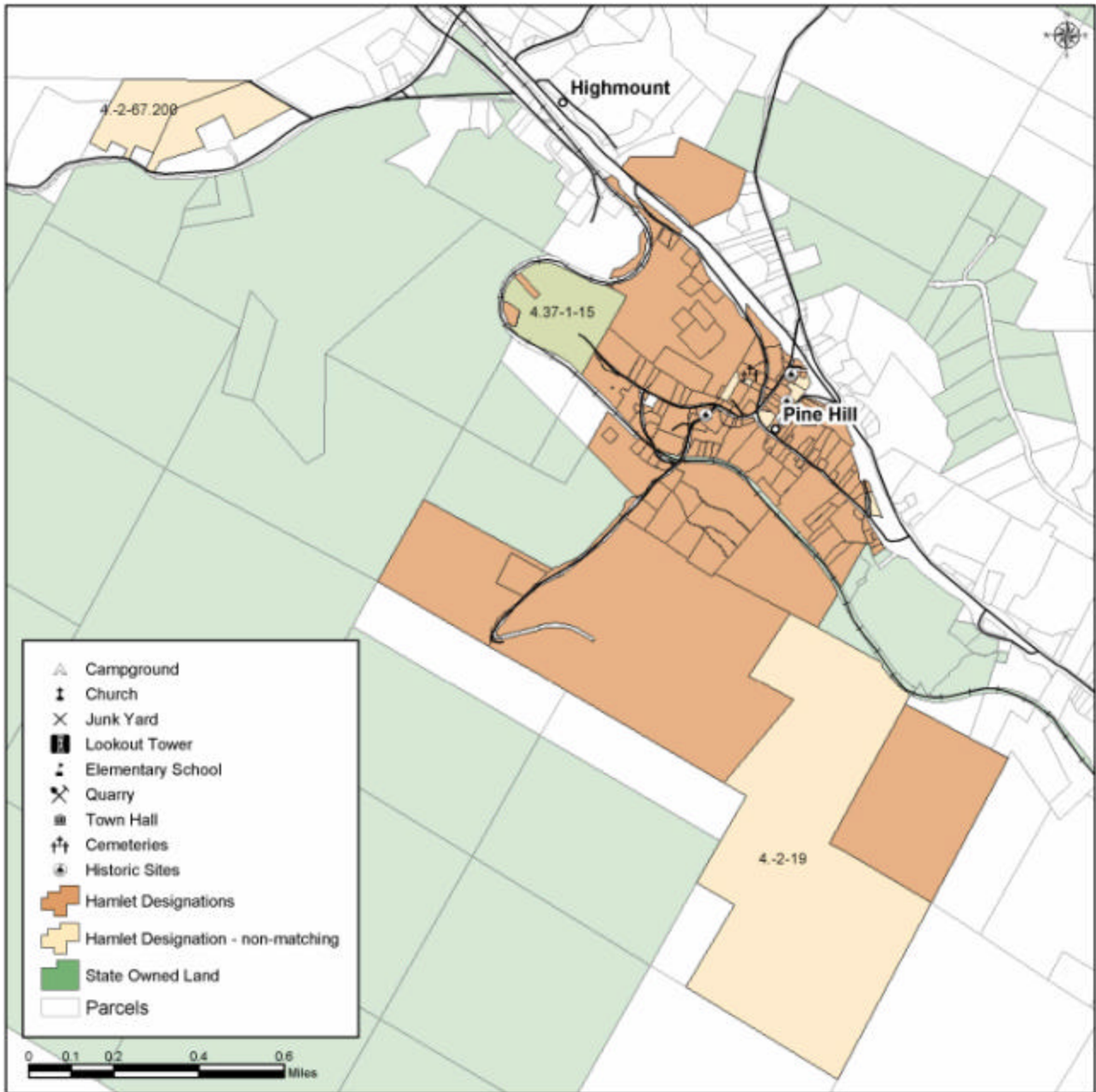


Figure 4b – Big Indian Designated Hamlet Areas (source: NYCDEP)

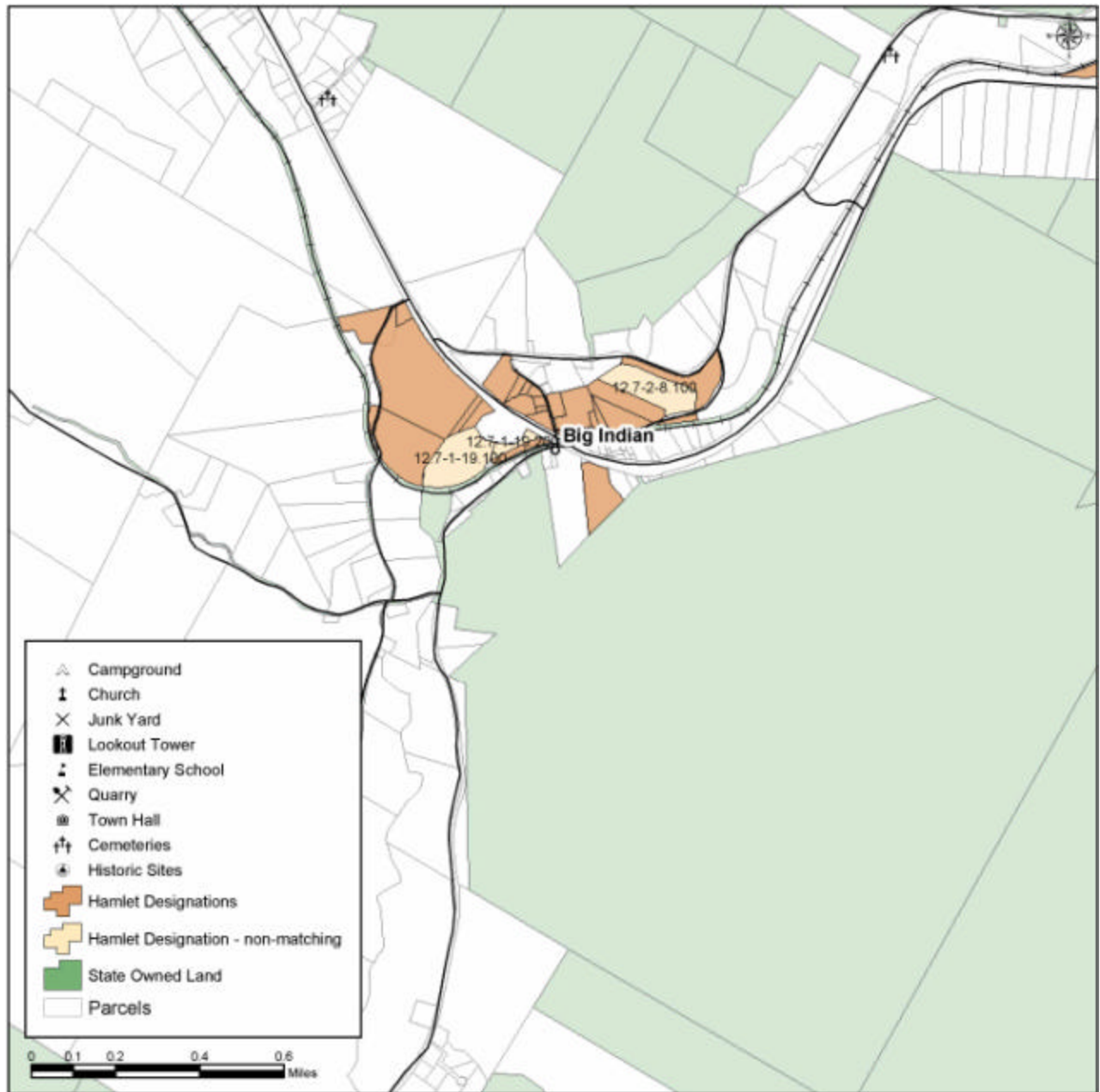


Figure 4c - Shandaken Designated Hamlet Areas (source: NYCDEP)

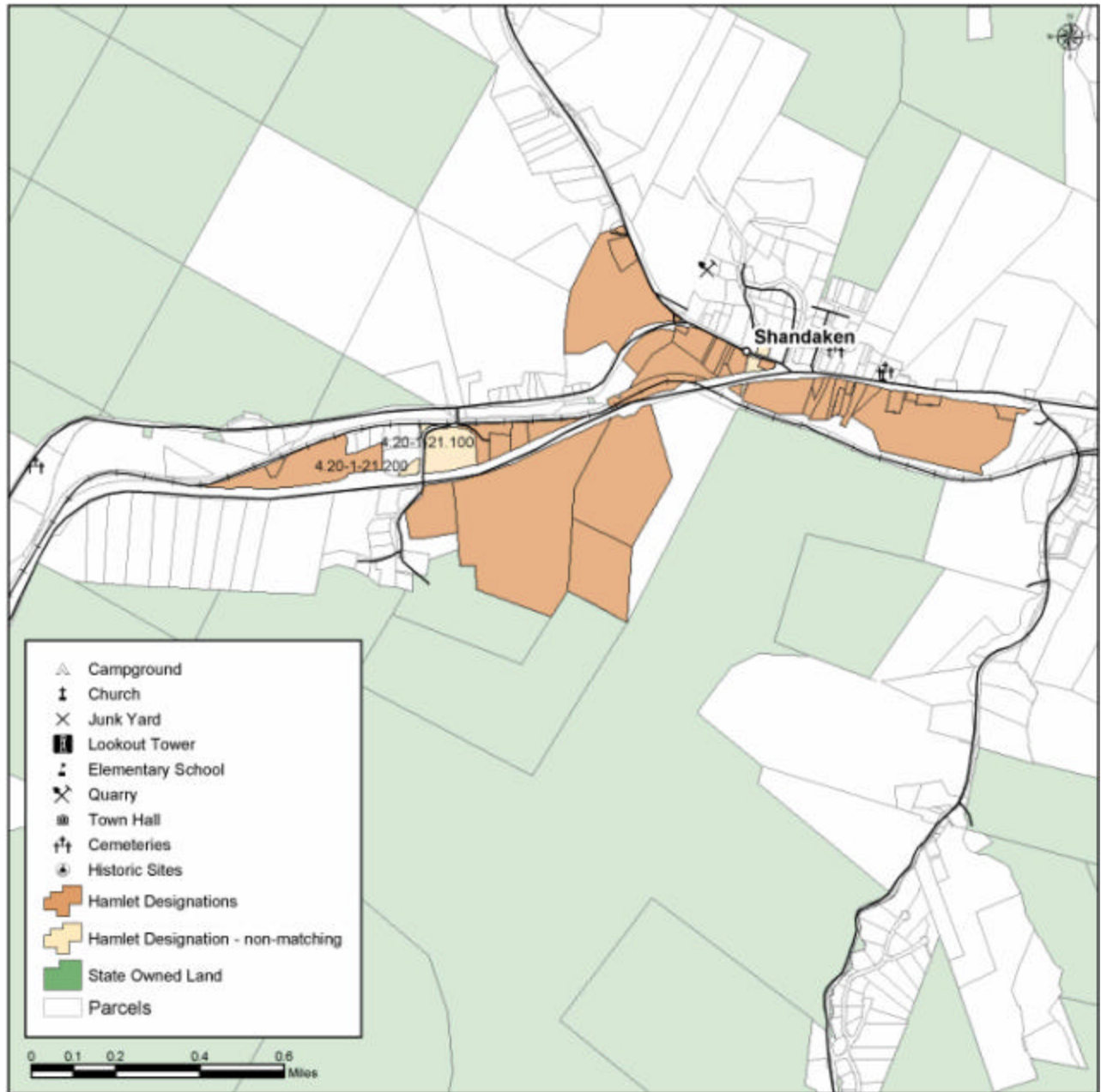


Figure 4d - Allaben Designated Hamlet Areas (source: NYCDEP)



Figure 4e - Phoenicia Designated Hamlet Areas (source: NYCDEP)

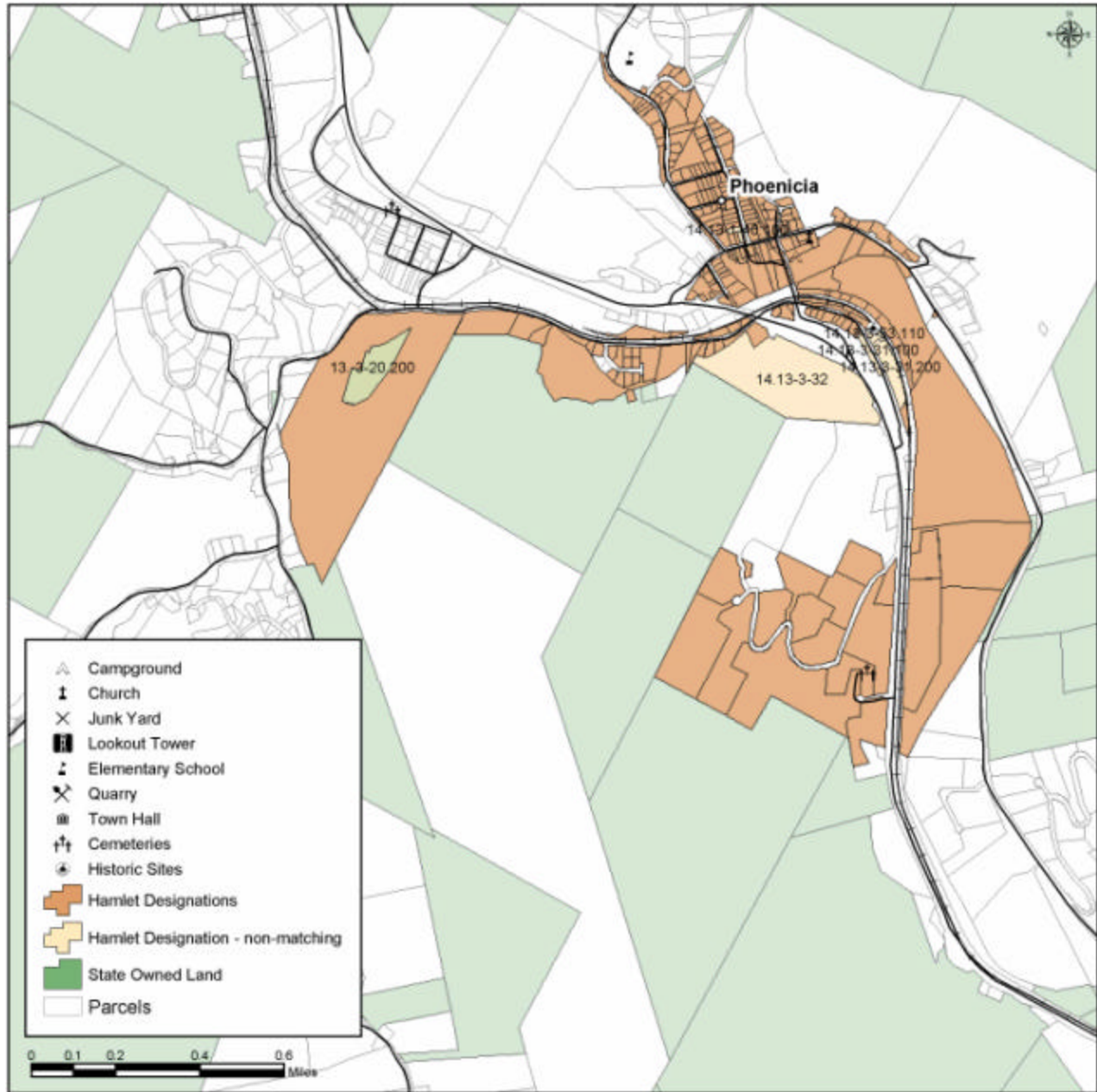


Figure 4f - Chichester Designated Hamlet Areas (source: NYCDEP)

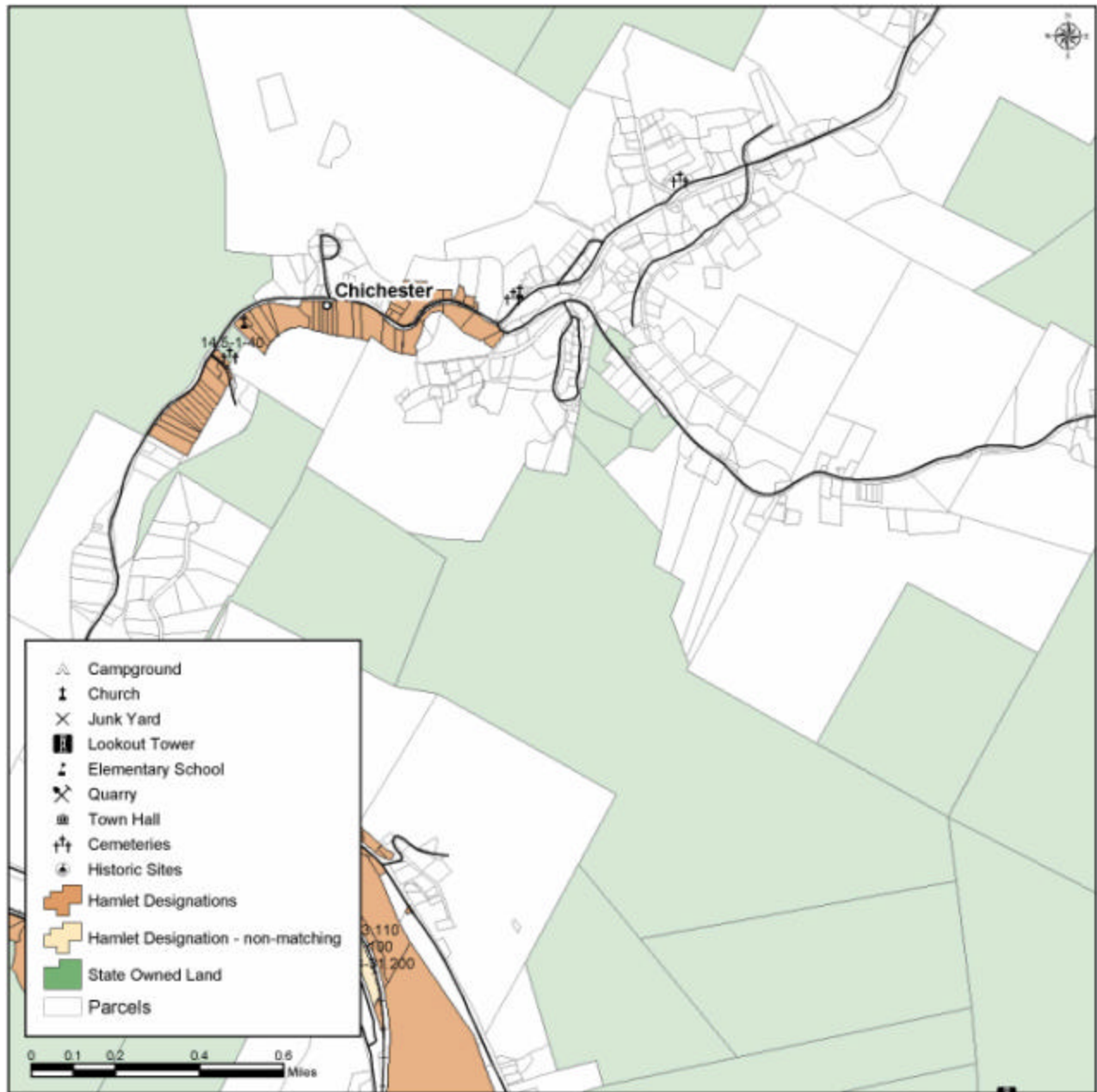
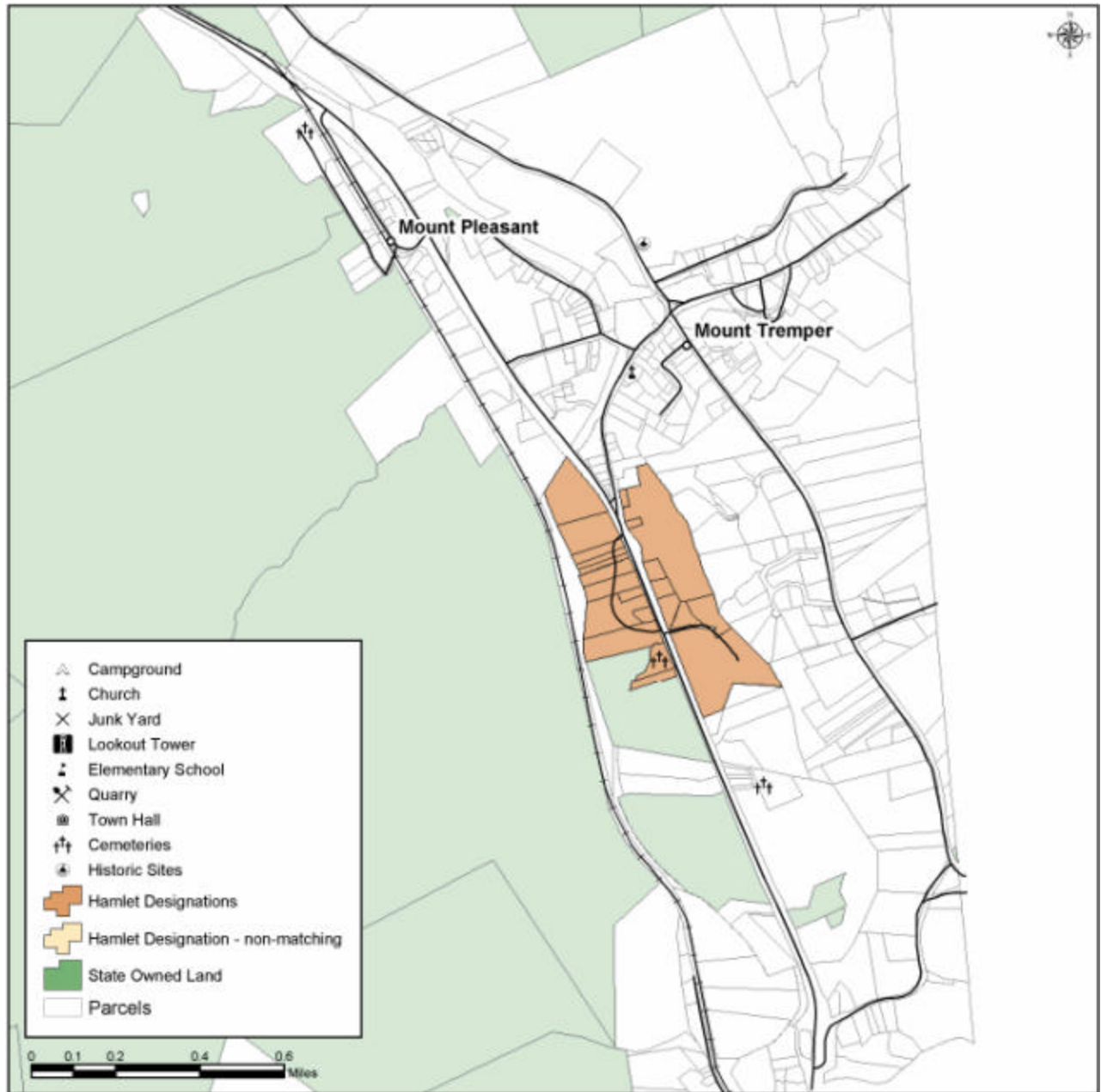


Figure 4g – Mount Tremper Designated Hamlet Areas (source: NYCDEP)



More recently, other factors, such as floodplains, environmental legislations, land acquisitions by the NYCDEP, etc., in addition to the scenic natural terrain characteristics that define the Town of Shandaken, have notably affected and limited development. A quick assessment of the current developable land (excluding state owned lands) would suggest that only approximately 4% (3,300 acres) of the available vacant or private open space could be developed, once adjustments for wetlands, water bodies, floodplain and slopes of greater than 20% are accounted for. This could lead to an increased pressure to develop on the sides of the mountains, which leads to conflict with environmental goals and regulations.

Another development opportunity is the intensification of currently used land. For example, a 20 acre parcel could be subdivided according to zoning to produce a higher density development. Adjusting for wetlands, water bodies, floodplain and steep slopes, an additional 1,460 acres (1.8%) could be available for development through subdivision.

In summary, approximately 6% of the Town of Shandaken (4,760 acres) has potential for future development, or put another way, 94% of the town is developed, has significant development limitations, or is highly regulated. The Town of Shandaken is comprised of approximately 79,200 acres. The following provides an approximate general breakdown of land use:

- 66% of this land is currently under public ownership and designated as public open space;
- 14% comprises of residential land uses;
- 9% of private open space;
- 7% vacant land;
- 4% miscellaneous

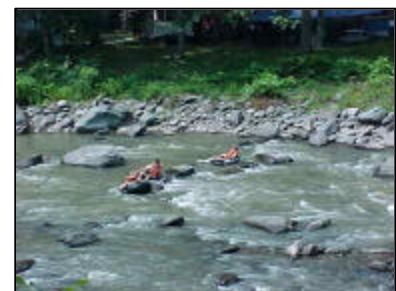
C. Economy & Tourism

Despite its natural amenities, the Town of Shandaken has faced a continuing struggle to provide a stable economy for its residents, as evident through the demographic trends discussed earlier in this plan. Historically, similar weak economic challenges have been faced by this community, as documented in previous economic strategy reports performed for the Route 28 corridor and through trends contained in the “West of Hudson Economic Development Study.” Shandaken specifically is experiencing trends of an aging population, highly educated work force, rise in self-employed business owners, the lowest family and household average income in the county, with few amenities or opportunities to sustain or improve these trends.

The natural resources of the Catskill region and its proximity to 15 million people within a 150 mile radius, makes it a clear potential for importing and harnessing the tourism market. As a year-round destination within two hours driving time of 15 million people, the region’s potential to attract tourists is substantial. Shandaken was a major destination in its early history and has the



Annual Fall Festival at Belleayre



Tubing on the Esopus Creek

makings of revitalization with the following tourist destinations: Belleayre Ski Center, Pine Hill Lake Day Use Area, the Catskill Park, the Catskill Forest Preserve and State developed campsites in and near Shandaken, including Devil's Tombstone, Kenneth Wilson and Woodland Valley, which contribute to the tourist economy. In addition, several other local (some private) attractions support and augment the state parks including a tourist railroad and the Empire State Railway Museum in Phoenicia. A myriad of available recreational activities includes hiking, biking, fishing, hunting, skiing, kayaking, tubing and sightseeing. Privately owned camping facilities, hotels, bed and breakfast inns, restaurants, art galleries, antique shops and specialty shops compliment these amenities. Local businesses that serve residents, seasonal residents and visitors include, but are not limited to food markets, hardware stores, service stations, liquor stores, hair salons and eateries, such as delis and ice cream shops. Many artists and craftspeople live and work in the Town and sell their work locally and throughout the country.

Tourist railroad trains provide sightseeing service along the scenic Esopus Creek. Itineraries include a 6-mile round trip on the Esopus Creek Shuttle, creek users riding one way, or a 14-mile round trip on the scenic train through the beautiful Catskill Mountains.



Catskill Mountain Railroad

D. Historic Resources

Shandaken has seven sites, which are listed on the National Register of Historic places:

- Camp Wapanachki (currently Zen Mountain Monastery), Mt. Tremper
- Phoenicia Railroad Station, Phoenicia (Empire State Railway Museum)
- District Schoolhouse No. 14, Pine Hill
- Elm Street Stone Bridge, Pine Hill
- Mill Street Stone Bridge, Pine Hill
- Morton Memorial Library, Pine Hill
- Tremper Mountain Fire Tower, Mt. Tremper

Other properties in the Town may be eligible for listing on the National Register. There are properties of local significance that do not meet the National Register requirements. While these properties are not listed, they are acknowledged as important to the Shandaken community. The previous list is limited to only historical places outside of state property. There are other sites of historical significance to the community on state grounds, including:

- John Burroughs Memorial Forest is one of the noted historical resources in the area. This forest consists of White and Norway Spruce plantations established on an abandoned farm site in Rochester Hollow. A concrete marker dedicating the forest to Burroughs is located at the lower elevation near the hairpin turn on the Rochester Hollow access road.
- Shandaken Tunnel, partially built on the Shandaken Wild Forest, was constructed to allow the New York City Board of Water Supply to connect the Schoharie watershed to the Ashokan watershed. The tunnel excavation was completed February 13, 1923.



- Rochester Estate ruins, located in the Shandaken Wild Forest Preserve, was originally named after William Rochester, a retired Colonel who moved to the area and began to purchase small family farms in an attempt to create a large estate. Stone pillars still exist at various locations along the road and are the remnants of the gated entrances to the Rochester Estate.

E. Infrastructure

1. Water & Sewer

Of the Town's larger hamlets, only Pine Hill and Chichester have municipal sewage systems, although a feasibility study is underway in Phoenicia. Sewage services are provided in Pine Hill through the NYC treatment plant in Big Indian (which also serves the Belleayre Ski Center) and a sewage treatment plant has been included in the next phase of the Watershed agreement for Phoenicia. Continued growth in the hamlets is inhibited by this deficiency and lack of developable land. Both Pine Hill and Phoenicia have central water supply systems. Most sewage disposal is through individual septic systems, the large majority of which are subject to regulation by the City of New York.

Most residents in the Town obtain their water from their own wells or streams. Water is provided by municipal water districts in Phoenicia and Pine Hill hamlets. Due to various physical, population density, fiscal and land limitations, water and sewer services may not be feasible in other hamlets and villages.

2. Roads & Bridges

The Town has a network of roads and bridges, some of which are the responsibility of the State, some of the county and some of the Town. According to the New York State Department of Transportation, the Town of Shandaken has a total of 110.83 centerline highway miles. Of these, 64.06 centerline miles are under the Town jurisdiction; 21.11 centerline miles are under Ulster County jurisdiction; and 25.66 centerline miles are owned by the State. The State is responsible for the main highways crossing the Town (Routes 28, 42, 212 and 214). Route 28 is classified by the Department of Transportation as a "rural minor arterial," while the other state roads are considered "rural major collectors". The county is responsible for a number of main secondary roads, including Ulster County Routes 40, 47 and 49A. The town is responsible for the rest of the roads and streets. Figure 5 shows the existing roads in the Town, by jurisdiction. Figure 6 presents daily traffic volumes.

The State highways have a 55 mph speed limit throughout the town and there are no traffic lights or stop signs on Route 28. All roads in the town have two travel lanes (one in each direction).

There are 59 bridges in the town. Bridges on Route 28, Route 42 and Route 214 are controlled and maintained by NYSDOT. None of these bridges are designed for pedestrian traffic. There are several bridges over the Esopus on county roads. One bridge over the Esopus, called "the Green Bridge", connects Mt. Tremper with Mt. Pleasant off Rt. 212, but has been closed for some ten years. Local residents have petitioned to induce the County to open the Green Bridge to pedestrian traffic as a way of joining the two hamlets. There are numerous bridges on town roads in the various valleys. Table 2 lists all of the bridges in the Town.

Figure 5 – Existing Road Jurisdictions (source: Ulster County Transportation Plan)

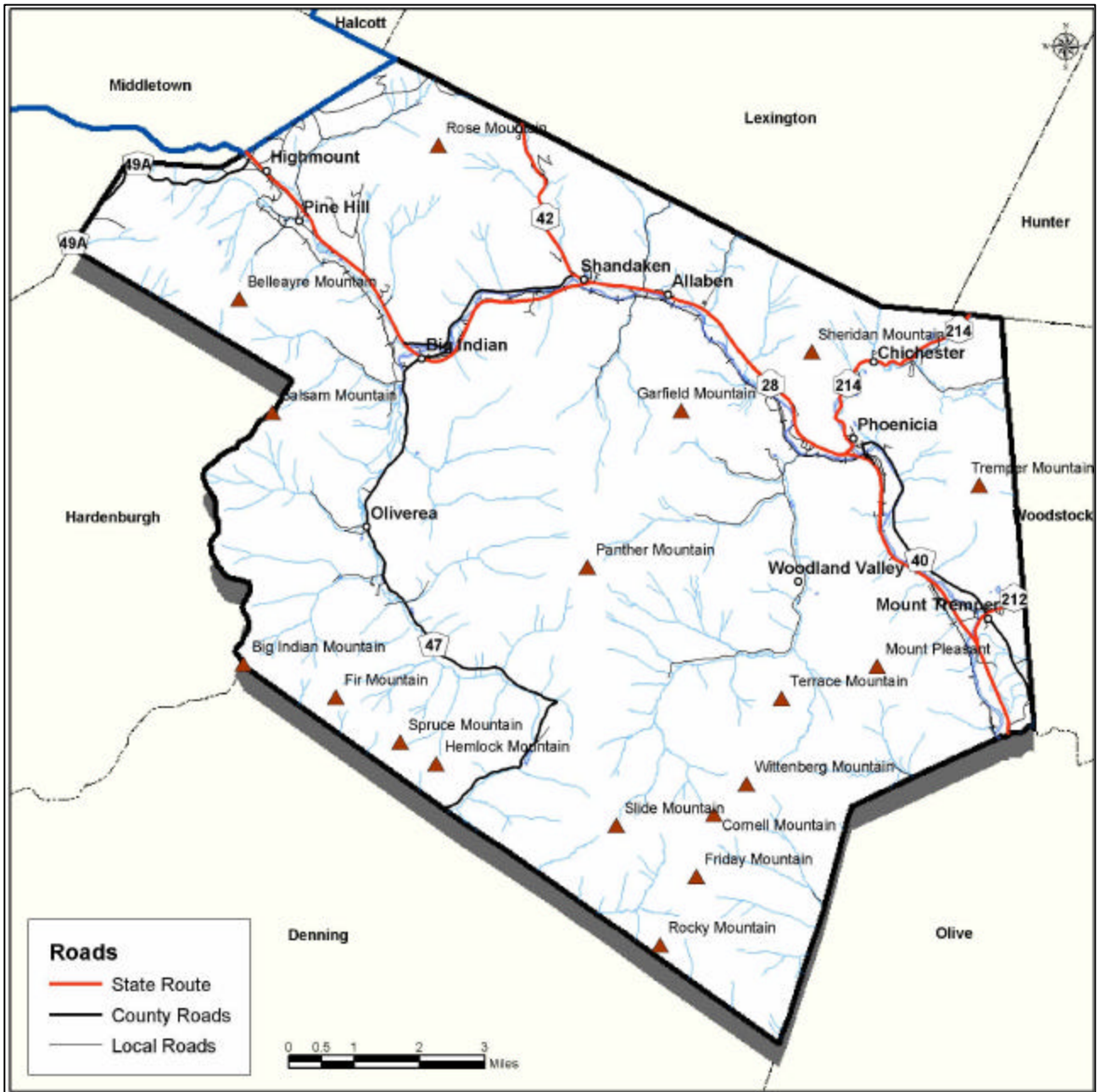
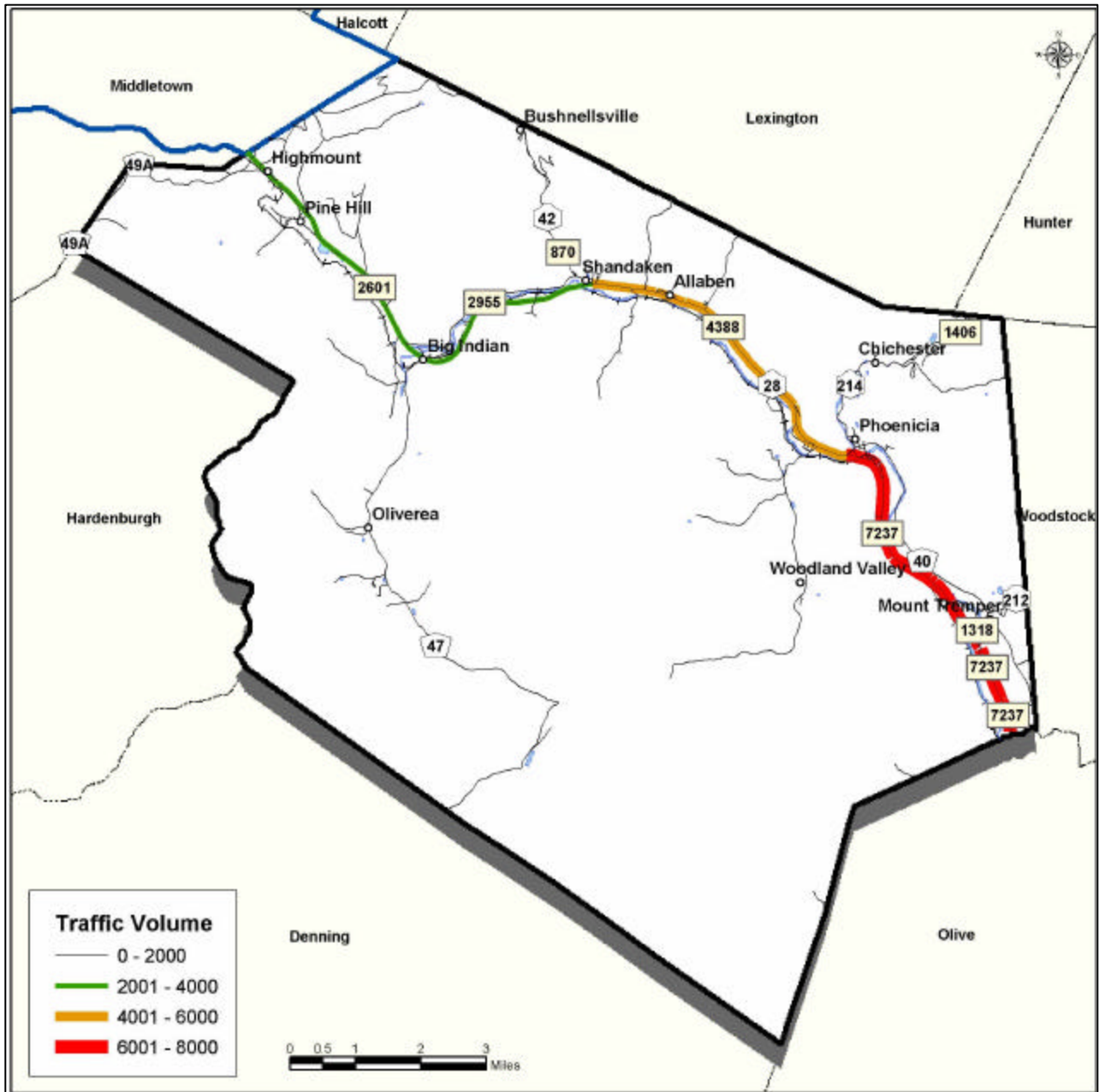


Figure 6 – Existing Traffic Volumes (Daily) (source: NYSDOT)

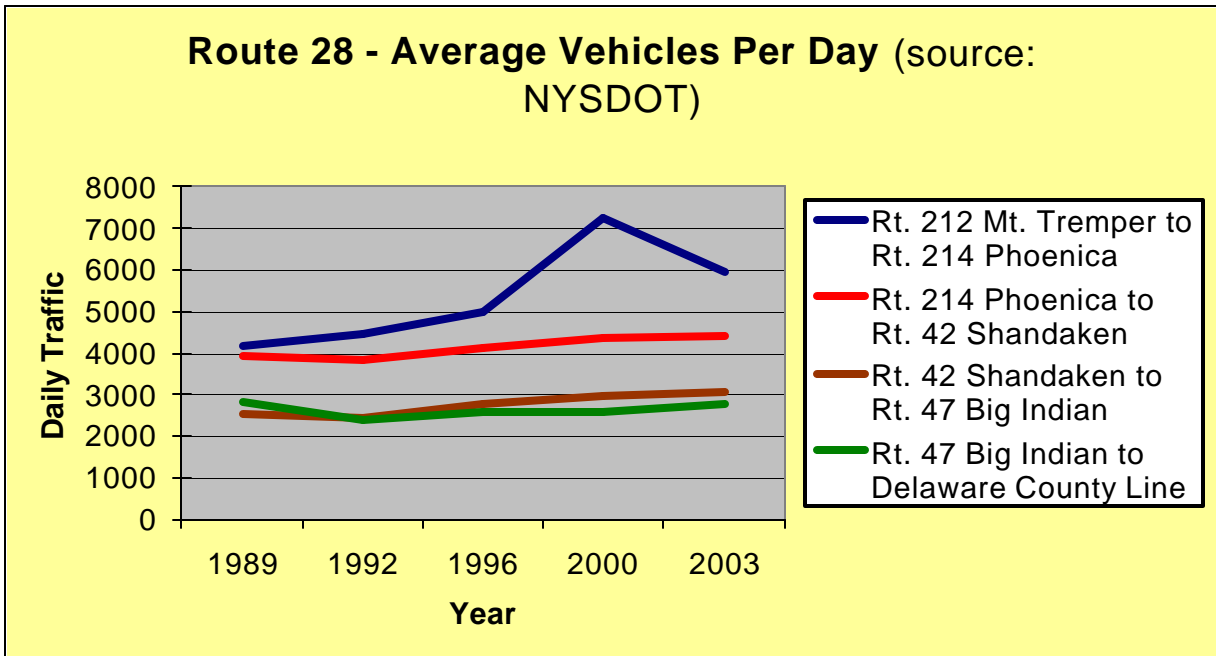


**Comprehensive Plan for the Town of Shandaken
July 2005**

Table 2 – Bridges (source: NYSDOT)

BIN	Bridge	Over	Jurisdiction
1018780	Route 214	Stony Clove Creek	State - DOT
1019650	Route 28	Broad Street Hollow	State - DOT
1019660	Route 28	Shandaken Tunnel Outlet	State - DOT
1019670	Route 28	Peck Hollow Storm	State - DOT
1019680	Route 28	Esopus Creek	State - DOT
1019700	Route 28	Esopus Creek	State - DOT
1019710	Route 28	Rochester Hollow	State - DOT
1019720	Route 28	Birch Creek Tributary	State - DOT
1019730	Route 28	Academy Street	State - DOT
1025150	Route 42	Bushnellsville Creek	State - DOT
1025160	Route 42	Bushnellsville Creek	State - DOT
1025170	Route 42	Bushnellsville Creek	State - DOT
1025180	Route 42	Bushnellsville Creek	State - DOT
1041240	Route 214	Stony Clove Creek	State - DOT
1078000	Catskill Int. Center	Burns Creek	State - Other Dept.
1091280	Route 28	Romer Mountain Kill	State - DOT
1091290	Route 28	Esopus Creek	State - DOT
1091300	Route 28	Little Beaverkill	State - DOT
1091310	Route 28	CR 121	State - DOT
2224560	Silver Hollow Road	Stony Clove Creek	Town
2224570	Broad St. Hollow Road	Broad Street Hollow	County
2224600	Fawn Hill Road	Woodland Creek	Town
2224620	Eagle Mountain Road	Esopus Creek	Town
2224640	Park Access Road	Birch Creek	State - DEC
2224650	Church Road	Trib. Esopus Creek	Town
2264170	Stoney Clove Road	Stony Clove Creek	Town
2264280	Rose Mountain Road	Rose Mountain St.	Town
2264390	Birch Creek Road	Birch Creek	Town
2264400	Herdman Road	Fox Hollow Brook	Town
2267650	Main Street	Cathedral Glen	Town
2268750	Rossner Bridge Road	Bushnellsville Creek	Town
2269010	Main Street	Birch Creek	Town
3025090	CR 47	Hatchery Hollow	County
3025100	CR 47	Maben Hollow	County
3346420	Woodland Valley Road	Woodland Creek	County
3346670	Fox Hollow Road	Fox Hollow Creek	County
3346710	Broad St. Hollow Road	Broad Street Hollow	County
3347020	Gossoo Road	Bushnellsville Creek	County
3347060	Silver Hollow Road	Warner Creek	County
3347070	Mt. Pleasant	Esopus Creek	County
3347080	Panther Kill Road	Panther Kill	County
3347100	Maben Hollow Road	Esopus Creek	County
3347110	Woodland Valley Road	Panther Kill	County
3347120	Fox Hollow Road	Esopus Creek	County
3347130	McKinley Hollow Road	Esopus Creek	County
3347140	Burnham Hollow Road	Esopus Creek	County
3347170	Woodland Valley Road	Dougherty Brook	County
3347220	Lasher Road	Birch Creek	County
3347250	Stoney Clove Road	Stony Clove Creek	County
3347310	Lost Clove Road	Esopus Creek	County
3347370	Woodland Valley Road	Esopus Creek	County
3347580	CR 47	Esopus Creek	County
3347590	Herdman Road	Woodland Creek	County
3347800	Bridge Street	Esopus Creek	County
3347850	CR 47	Bushnellsville Creek	County
3365200	CR 40	Beaver Kill	County
2346960	Elm Road	Birch Creek	Town
3346760	Bonnieview Road	Cathedral Glen	County
7713410	Railroad	Mill Street	County

The following graph shows the average vehicles per day (for a 24-hour period) on different segments of State Route 28, per information provided by the New York State Department of Transportation. On average, traffic volumes along State Route 28, in its entirety, have increased at a rate of 1% per year from 1989 to 2003. The segment from Mt. Tremper to Phoenicia has seen the greatest increase at 3%/year since 1989. The western segments of State Route 28 have remained relatively constant with little, if any growth.



State Route 28 traverses the Shandaken community as its highest volume road. Current volumes are well below the carrying capacity of the road. The Ulster County Transportation Plan identifies the ratio of volume to capacity (V/C), ordinarily calculated for a single peak hour, as a means of initially identifying locations of concern. The V/C ratio considers one-way volume and capacity defined as the maximum amount of traffic, which can use the road before there are significant declines in flow and speed. A V/C ratio exceeding 0.8 is generally considered unacceptable. State Route 28 through Shandaken is documented in the Ulster County Transportation Plan to be operating with a V/C ratio of <0.5. Traffic volumes and conditions vary throughout the year, considering the seasonal variation in tourist activities in the region.

As a two-lane highway with a posted speed limit of 55 miles per hour and with access from other highways and streets, a number of vehicular accidents have occurred. An increase in traffic volumes may increase the likelihood of accidents, particularly at major intersections entering the hamlets. There are no left turn lanes anywhere in the Town.

The Ulster County Transportation Plan documents the latest accident statistics for the major roads in the town. The average crash rates per million vehicle miles of travel were computed on roadway segments to be 5.50/MVM (million vehicle-miles). Road segments, which experience crash rates above the average, typically need to

be further evaluated for mitigation or monitoring. Routes 28 and Route 212 are experiencing accidents in the range from 1.5 - 3.5 crashes per MVM. Route 214 is experiencing crash rates ranging from 3.5 - 5.5 per MVM and should be monitored as traffic volumes increase. Route 42 is experiencing crash rates in the range of 0 - 1.5 per MVM. This data indicates that currently, these road segments are experiencing crash rates below the statewide average for similar types of roads.

A cursory visual inspection indicates that road conditions in the town vary greatly, from good to poor. There is evidence of pavement damage due to flooding and the annual freeze/thaw cycle, as well as poor conditions due to the age of the pavement. No state roads are currently rated "fair or poor" in the Town; however, two sections of CR 47 (by Big Indian and leading to the Denning town line) fall in this category. No condition rating information is available for Town roads.

3. Trails – Peds/Bikes

Sidewalks and crosswalks are limited primarily to the hamlet settings. A crosswalk has been designated on Route 28 in the area around Mt. Pleasant Road. There are no sidewalks along Route 28.

Considering the rural and natural park setting, there are numerous trails leading to and through the Catskill Park and other State lands. Figure 6 shows the more notable trails currently mapped.

4. Transit

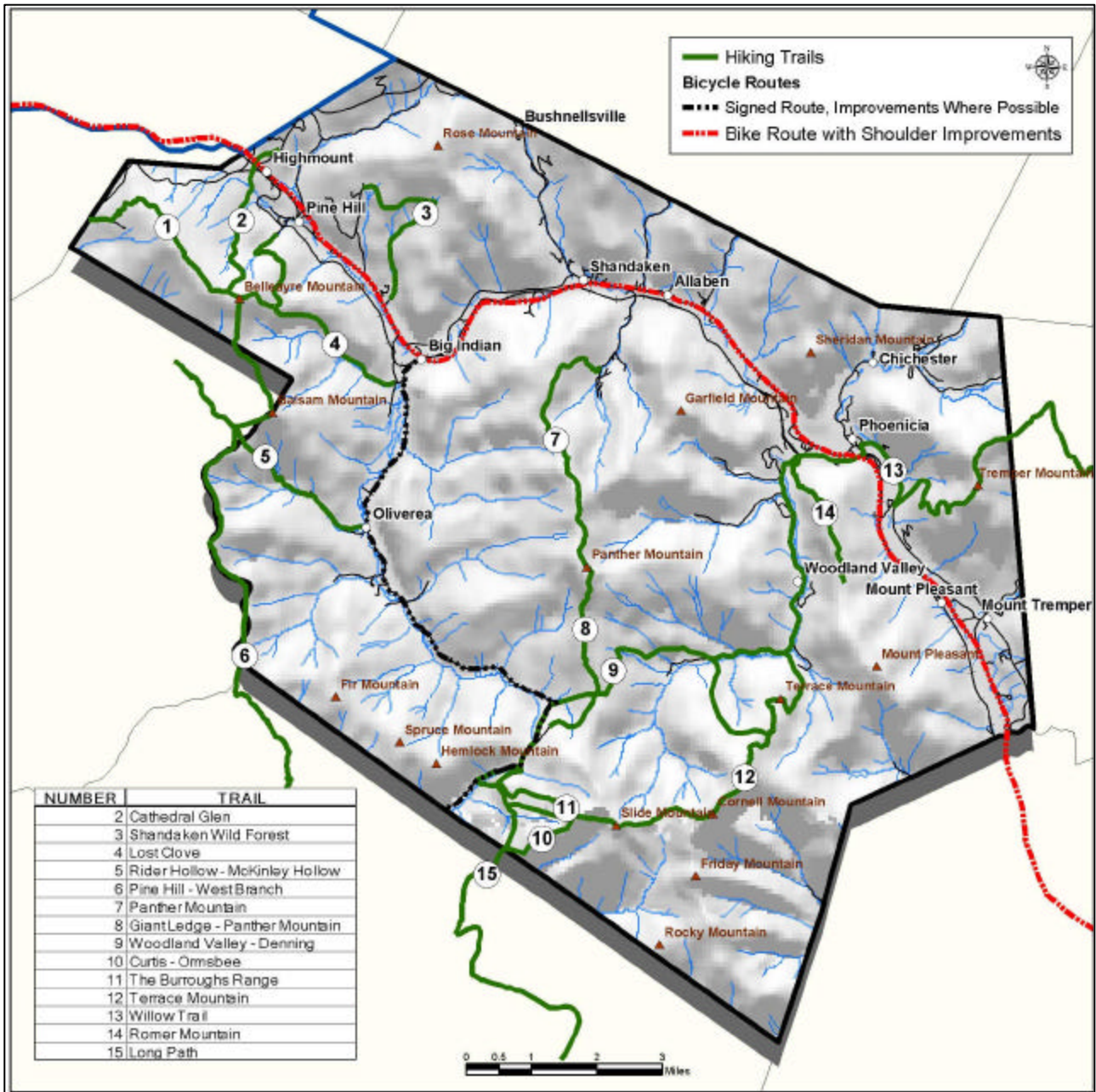
The only municipal transportation services currently in the town consist of the Ulster County Rural Transportation, which provides twice-daily bus service between Highmount and Kingston. One private company is currently providing regularly scheduled bus service into and out of the town. In the summer season, Belleayre provides shuttle service between Belleayre Mountain and the Pine Hill Day Use Area.

5. Telecommunications Services

There are three aspects of telecommunications services: cell towers, high-speed Internet and public telephone services. Each has a unique dimension.

- a. Cell Phone Facilities - The placement of transmission facilities are essential to the operation of wireless telephone services. At present, Shandaken lacks cell transmission facilities, except on Highmount, and as a result, a signal can be obtained only there or on limited mountain tops.
- b. Internet Communication - There are essentially four methods of obtaining high-speed Internet connections: cable modem, satellite, digital subscriber lines (DSL) and wireless. Of these, satellite service and cable modem service are available in the Town. Since local cable systems for television were acquired by a private company, which upgraded its service by building in from its outermost reaches, Shandaken was among the first towns in the region to have high-speed Internet connections. There do not seem to be any plans to provide DSL service and the main telephone switch at Phoenicia is only a T-1 line, which is insufficient to carry high-speed internet service.

Figure 7 – Existing Trail System (source: USGS maps and Ulster County Transportation Plan)



c. Emergency Communication - In the absence of wireless telephone communication, emergency telephone has been by way of pay telephones, maintained in publicly accessible places. Many of the telephones in the Town are slated to be eliminated, on the grounds that they do not produce adequate revenue. This specific need is of critical importance to the emergency service providers, including the five fire houses/companies that serve the Town of Shandaken.

6. Power Supply

Electric power is distributed in the Town by New York State Electric and Gas (NYSEG). All power lines are above ground.

F. Community Services & Facilities

There are a number of different community services as follows:

1. Public Libraries and Other Cultural Amenities

There are public libraries in both Pine Hill (the Morton Memorial Library) and Phoenicia. In addition, there is a Town museum in Pine Hill and the Empire State Railway Museum in Phoenicia. The Shandaken Theater Society has a theater in Phoenicia. The Belleayre Conservatory hosts a weekly summer concert series.

2. Community Centers

There is a community center in Pine Hill that is available for the town. The center hosts various cultural and educational activities.

3. Public and Not-For-Profit Recreation Facilities

The town has public recreation facilities (either owned or leased) in Pine Hill, Big Indian, Glenbrook Park in Shandaken and Phoenicia. Town residents can use the following facilities:

- Belleayre Ski Center (including Pine Hill Lake)
- Gun club in Phoenicia
- Recreational facilities at the Phoenicia Elementary School
- State campground in Woodland Valley

4. Government Services

The town offices are located in Allaben and Shandaken. The Supervisor, Town Board, planning and zoning, assessors and highway departments are located in the municipal facilities in Allaben. The town police and emergency services are located in offices in Shandaken next to Glenbrook Park.

5. Emergency Services

The Town provides emergency medical services. There are five volunteer fire companies and a town police force. These are generally considered adequate for the needs of the town at present.

6. Waste Collection and Recycling

Most residents have waste picked up by one of two private companies serving the town. The town no longer has a transfer station, although it maintains a recycling center at the Town Hall.

7. Public Parking

Parking is a concern in the hamlets. In some of the main recreational and tourist attractions, ample parking is provided. Parking is limited in the villages and hamlets and part of hamlet revitalization has focused on providing more parking spaces to better accommodate the seasonal variations in town population. The Town's zoning regulations make provisions for ensuring adequate parking for new construction. Public parking and rest areas are provided along Route 28.

G. Natural Features

The landforms that make up Shandaken include mountaintops, wooded and steep hillsides, mountain valleys, and significant natural communities of beech, maple, hemlock, ash, oak, other northern hardwoods and conifer forests. There are few relatively flat plateaus, although there are numerous streams feeding the main watercourse - the Esopus Creek, and expanses of relatively flat land and open fields along the Esopus Valley (a.k.a. the Rte. 28 Corridor). Interspersed throughout the natural land features are the Town's hamlets, developed over the years where the terrain was accessible and conducive, mainly in the valleys and along major streams, such as the Esopus Creek, Woodland Valley, Birch Creek and the Stony Clove.

Most of the mountains in Shandaken are protected under the NYS Constitution Forest Preserve, as shown previously, are to be kept "Forever Wild." Within the Town of Shandaken, there are only a few mountaintops not under the Forest Preserve protection. One of them is Belleayre Ski Center that is owned by New York State. Belleayre Ski Center is the town's largest recreational tourist attraction and the only recreational parcel on a mountaintop. Other mountains under private ownership include Highmount, Balsam and Rose Mountain. Any development occurring on the privately owned mountains or sides must consider such items as visibility, erosion control, impacts on wildlife, significant ecological communities, scenic vistas and other sensitive environmental features.

H. Other Significant Issues

Hamlet Designations

Over the years, twelve hamlets have formed in Shandaken, characterized by consolidated residential and commercial buildings (a hamlet is similar to a village though it is not incorporated). Some are found in valleys - Woodland Valley, Oliveria, Chichester, Bushnellsville - others along the Esopus Creek / Route 28 Corridor - Mt. Pleasant, Mt. Tremper, Phoenicia, Shandaken, Allaben, Big Indian, Pine Hill and Highmount. Most of the land development in the Town, including residences, is found in the valleys and along the Esopus Creek/Route 28 corridor.

When the Town worked with NYCDEP to develop a list of parcels that would be "designated hamlets", the intent was to protect all of the lands that are currently thought of as the hamlets from acquisition by the NYCDEP. Outside of these designated Hamlets, the Town was also able to reserved 50 acres of land that is unattainable. NYCDEP has the authority to acquire parcels not part of the designated hamlets or these 50 acres, in accordance with the terms of the MOA. However, each parcel must be at least 10 acres in size and cannot have a habital dwelling on it, in addition to other criteria. If the parcel is in a floodway, they may be able to acquire parcels less than 10 acres, but in all cases, they cannot acquire any land unless the seller is willing to sell it.

A Town Resolution, dated April 29, 1997, listed parcels identified by the Town as “designated hamlets.” These parcels are mapped on Figures 4a-4g. Assuming that there is no missing information, it is clear that the “designated hamlets” boundaries do not correspond to the generally accepted boundaries of these hamlets. However, because of the restrictions on parcels that the NYCDEP can acquire, it appears that all of the lands within the generally accepted Hamlets are protected from acquisition.

Flooding and Other Potential Disasters

The majority of the Town’s development is located in the valleys of Esopus Creek and its tributaries. As such, there is a high potential for significant flood impacts. This has been clearly evident during several significant flood events over the past several years. Residents were displaced, businesses were shut down, roads and creek banks were severely damaged and emergency services were cut off. There is the potential for similar impacts during snowstorms, ice storms or other major weather events.

Environmental Protection vs. Economic Development

Perhaps the most significant issue facing the Town is the growing conflict between three key issues described earlier in this section of the plan:

- The desire to preserve the environment, particularly scenic views and the visibility of the night sky;
- The Watershed Protection Plan, which seeks to acquire as much land as possible to preserve the New York City water supply, including some of the already small number of developable parcels in the Town; and
- Local residents who need additional economic opportunities to sustain their quality of life and the Town, which needs the income to prosper and provide the services that the residents need.

It is important to note that these issues do not necessarily have to be in conflict and are not unique to the Town of Shandaken – they are much more regional in nature. County, State and Federal agencies, NYCDEP, environmental and economic development agencies are all keenly aware of the conflicting issues in the Catskill region. As such, solutions may also need to be developed on a regional level.

III. SHANDAKEN TOMORROW

A. Future Needs

This section reviews the inherent needs based on current conditions and deficiencies.

1. Population and Housing

According to the Bureau of the Census-Building Permits Annual Summary report, the total number of residential building permits from 1990-1999 totaled 59 units – an average of 6 permits per year. In the previous decade, the number of building permits averaged 19 per year. Building permits are anticipated to be minimal and at a flat rate. The number of houses in Shandaken is anticipated to increase at a steady rate per historical trends. Most existing residential parcels are already built, especially within the hamlet and village areas. However, intensification of existing residential parcels is possible. The cost of housing will continue to be a significant issue, as a lower percentage of housing that is considered “affordable” will exist.

According to the New York Metropolitan Transportation Council - Population Forecasts for Ulster County and the surrounding five counties within the NYC metropolitan statistical area, Ulster County is anticipated to experience a flat growth rate of less than 1%/year until the year 2020. The County total population is projected to increase to 190,389 by 2010 and 203,871 by 2020. The Town of Shandaken population is estimated to increase at a rate of approximately 0.62%/year and reach 3,635 by the year 2020. The proportion of senior citizens to the total population has been steady, but the increase in longevity, plus the likely conversion of part-time residents to full-time retirees, will lead to an eventual increase in that segment of the population. Most will continue to live in their own residences.

2. Land Use and Development

Due to the significant amount of land under the State or NYC ownership as part of the Catskill Park or Forest Preserve, limited opportunity exists for future development to occur in the community. Combining these State or NYC lands with the built hamlet and village environments, approximately 84% of the Town of Shandaken is “built out”. The remaining land that is either vacant, under private ownership, or can be further intensified is estimated at approximately 4,760 acres or 16% of the Town. Most of this potential development is scattered throughout the town and primarily located along the valleys and the Route 28 corridor. According to preliminary calculations, approximately 1,460 acres could see increased development intensities according to existing zoning. In addition, there are private and vacant lands throughout the town that could provide an additional 3,300 acres of development. Full build out of this land is not anticipated within the time frame of this plan. These approximate projections on the remaining land that may be developed in the future do not take into consideration the potential changes in the floodway and floodplain that may result from FEMA’s update of flood zone maps.

Another consideration is the type of development the community wishes to encourage. While property owners do have the right to develop their properties, communities can consider development regulations related to type, density, building materials used and styles that are consistent with the vision of the community and compatible with the surrounding environment. Such development regulations are a way to balance the rights of the property owners and fulfill community needs.

3. Infrastructure

Water & Sewer –Pine Hill and part of Chichester have sewer systems. Phoenicia’s system is in the planning stages. Pine Hill, Phoenicia and parts of Chichester have water service. Continued growth in the hamlets is inhibited by this deficiency and alternative and creative opportunities to serve the entire community should be considered.

Cell Phone Service - The placement of signal transmission equipment is essential to the operation of wireless telephone services for the residents, visitors and emergency service providers. At present, Shandaken lacks needed transmission equipment, except for a cell tower on Highmount. Every opportunity should be examined to identify additional locations for signal transmission equipment placement (utility rights of way, trails, public and private mountain ranges). There are several types of equipment available today – large, intrusive cell towers are no longer the only option. New and innovative technology related to the aesthetic characteristics of signal transmission equipment can allow them to blend into any environment. They can be disguised as trees, church steeples, building peaks and flag poles to minimize the impacts on the surrounding environment, while providing a critical service to the success of the community.

Internet Communication - Additional methods of obtaining high-speed Internet connections (cable modem, satellite, digital subscriber lines) and wireless should be considered.

Pedestrians/Trails – Pedestrian amenities should be maintained and enhanced at each of the major hamlets to encourage community cohesion and vitality. Sidewalk and/or trail systems connecting the commercial main streets of each hamlet and village to the core residential areas should be considered. The Phoenicia Riverwalk should be constructed. The trails currently available should be continued and expanded upon. These trail systems should connect and link each of the hamlets and villages or multi-modal transportation stations. A community-wide greenway, trail and multi-modal plan should be considered. Public/private partnerships will likely be necessary to successfully implement this plan.

Transportation System – Land use and transportation needs should be balanced to meet the communities economic and development needs, while reducing traffic congestion, improving safety and incorporating multi model transportation options. Route 28 is currently operating well below capacity and is capable of handling notable increases in traffic volumes (seasonal or permanent), without the need for additional through travel lanes. The Ulster County Transportation Plan forecasts the Route 28 segment from Phoenicia east to the town line as experiencing an increase in traffic volumes from the latest 5,100 AADT to 6,100 ADT, or a 20% change by the year 2020. While this volume is the highest served in the Town of Shandaken, is considered a low-volume road segment. The volume to capacity ratio for this same section of Route 28 is anticipated to increase from 0.20 to 0.23. This means that this segment will still only carry less than a quarter of its capacity. The remaining road segments are anticipated to see similar growth rates of approximately 1%/year and will continue to operate well below capacity. These projections, documented in the “Ulster County Transportation Plan,” include regional growth patterns, and locations of anticipated growth based on the projected housing, population, and employment bases.

These projections are purely based on past and projected regional trends outlined by the county. Specific development opportunities may arise that could alter these projected patterns. Any major development within any community is normally required to identify and mitigate their direct impact on the highway system, environment and town services, through state, county and town highway access permitting laws and environmental procedures.

The Town of Shandaken experiences seasonal fluctuations in traffic volumes during various times of the year. During high peak seasons, traffic volumes may increase sharply and place additional demand on the transportation system. Continuous monitoring should be performed at the major intersections along the Route 28 corridor, including the entrances to the various hamlets: State Routes 42, 214, and 212 and County Routes 47 and 49A intersections. Evaluation of the need for left turn lanes at these primary intersections should be considered with any major development that may occur. In addition, traffic control devices and street lighting for added safety, should be considered at these locations.

Flood Protection – Development in the valleys must take into account the serious problem of flooding and what mechanisms or programs are available to limit damage to existing structures or new development in the floodplains. Given the narrow topography of valleys and the fact that most private land is found here, future impacts to residents and businesses from flooding must be considered and addressed. The impacts on the Town's infrastructure (buildings, roads, utilities) and emergency services could also be significant. Ways to both minimize flood damages and to handle flood emergencies should be explored.

4. Community Services

Emergency Communication – An alternative emergency communication system needs to be identified in light of Verizon's recent announcement that it will be eliminating many of the public telephones in the Town.

Public Parking - Parking is limited in the village hamlets and part of hamlet revitalization has focused on providing more parking spaces to better accommodate the seasonal population variations. The Town's zoning regulations make provisions for ensuring adequate parking for new construction.

Public Facilities – The Town currently does not have an evacuation center of sufficient size to handle a significant amount of the population, in case of a flood or other disaster. The Town does not have modern, centralized facilities for communication, emergency services and public services. Public restrooms throughout the town are desired.

B. Vision & Goals

The future of the Town of Shandaken must rest on a commonly shared vision of progress. The past, present and future of Shandaken is tied to its unique natural resources – the mountain ranges, the streams, and the valleys. These resources -- magnificent mountains, clear streams, diverse wildlife, spectacular views -- provide the raw material for a healthy, peaceful life style for the Town's residents, balanced with a successful economy based on environmentally sensitive development to sustain them. Based on the history, natural resources and the needs of the community, the Town of Shandaken is a natural peaceful haven that has a significant potential to draw upon the tourism market. With the tourist-based businesses that exist today, plus continued coordinated efforts to enhance these natural resources, Shandaken has a bright future.

To achieve this vision, the comprehensive plan establishes the following goals and objectives (goals are in bold-face type):

A. Protect and preserve the environmental, historical and cultural features and resources within the Town of Shandaken from harm, physical degradation and visual impacts.

- Minimize, through land use planning, zoning and/or development regulations impacts to existing air quality, water quality, wetlands, streams, fauna, flora, visibility, steep slopes and scenic vistas.
- Determine and incorporate needed erosion and sedimentation control, plus storm water management requirements into site plan regulations to maintain regional water quality.
- Identify the most valuable manmade resources, which are of historic, archaeological, or cultural significance, and implement all practicable means to protect and restore these resources. Promote these features in tourism materials.
- The long tradition of arts, crafts and cultural expression in the Central Catskills should be strongly supported and encouraged as a link to the Town's past and an integral part of the future.

B. Promote the economic development of the Town of Shandaken to ensure an acceptable standard of living for its residents.

- Economic development decisions will be guided by the desire to achieve a balance between environmental protection, quality of life and employment opportunities for community residents.
- Recognize the link between economic development and available income-appropriate housing and establish proactive means to ensure that each is in balance with the other.
- Promote and develop four-season tourism based on the Town's extensive natural, historic and cultural resources.
- Promote business activities, which do not negatively impact natural resources or the environment.
- Encourage second homes, cottage industries, arts, crafts, theatre, music and home-based businesses as economic development means.
- Assist local businesses in obtaining financing by establishing links with appropriate agencies and financial institutions.

C. Provide programs and laws to guide future development towards desired patterns within the Town of Shandaken.

- Establish a development pattern utilizing land use regulations, public investment strategies and other means that are consistent with environmental constraints and opportunities, balance the socio-economic needs of the community and respectful of existing or historical land use patterns.
- Employ the Town's Land Use Plan, Zoning Law and Subdivision Regulations to reflect desired traditional development locations, quality and patterns of concentrated hamlets separated by low-density open areas. Existing hamlets should be revitalized and the distinct character of each identified and promoted.

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- Development regulations should be flexible enough to accommodate specific development circumstances, without jeopardizing the development patterns outlines in this Plan. Incentives could be provided to developers who contribute desired types and sizes of development, protect important natural or man-made features.
 - Develop a means to support tourism in the area that includes encouraging government and non-profits, businesses and the facilities themselves to better plan, coordinate and expand tourism-related activities.
 - Use expanded infrastructure to promote growth in desired areas.
 - Certain uses, especially adult businesses and casino gambling, are incompatible with the rural character of the Town and should be limited and restricted to the extent allowed by law.
 - Housing opportunities for the full economic range of the Town's population should be encouraged in a form that is compatible with the scale and pattern of increased needs.
 - Hamlet boundaries should be reviewed to define the limits within which economic development efforts should be focused.
- D. Provide the infrastructure necessary to meet the other Comprehensive Plan goals and to meet the health, safety and quality of life needs of the residents of Shandaken.**
- Necessary infrastructure (sewage disposal, storm water and water supply) and public parking must be provided to allow further development in the hamlets.
 - State of the art communications services must be provided to facilitate economic growth, particularly in sectors that are dependent on high-speed access to outside markets, and to enhance emergency service response.
 - A safe and efficient transportation system should be maintained to meet the needs of the community, particularly the youth and senior citizens.
 - Multi-modal transportation (rail, trails, sidewalk) systems should be expanded and linked to the major hamlets and villages.
 - Enhanced, affordable public service should be provided to support the quality of life of residents and the experience of tourists.
 - Community/cultural centers that bind the history and the future of Shandaken should be encouraged consistent with economic and tourism goals.
 - Facilities that meet the day-to-day needs of the town should be considered.
 - A flood avoidance, mitigation and protection plan should be developed and implemented to minimize flood damage.
- E. Be proactive in establishing regional partnerships to address issues that transcend the Town boundaries**
- Develop working relationships and a spirit of cooperation with involved state and federal agencies, and private organizations, to work towards common goals. Facilitate cooperative relationships with involved local, state and federal agencies, NYCDEP, and private organizations, to work together to address the often conflicting environmental and economic issues that face the Catskill region.

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- Work with area Chambers of Commerce or other economic development agencies/groups to develop regional economic incentive programs.
 - Work with NYSDOT, Ulster County, NYSDEC, NYCDEP and other agencies/groups to develop solutions to regional transportation, flooding, water supply and other infrastructure issues.
- F. Develop community education and outreach programs to foster an understanding of key issues facing the Town and encourage public participation in developing effective solutions**
- Develop a public education program to make people aware of key environmental, development, economic, housing, infrastructure and other issues in the Town.
 - Develop effective means to communicate information and obtain input from the community.
 - Continue to provide ample opportunity for public involvement in all Town processes.

IV. IMPLEMENTATION PLAN

A. Natural, Historic & Cultural Features and Resources

- 1) Land Use Plan, Zoning Law, Development/Site Plan Regulation Changes
 - a. The Town of Shandaken Land Use Plan, Zoning Law and Development/ Site Plan Regulations should be updated to ensure that natural, historic and cultural features that are important to the Town are protected. **Priority: Immediate**
 - b. Critical environmental areas should be identified and designated. **Priority: Short-Term**
 - c. Specific design standards and review procedures should be established for structures that may detract from the character of the hamlets, villages or overall community. **Priority: Short-Term**
 - d. Development plans in sensitive areas must include erosion protection plans. **Priority: Immediate**
 - e. Zoning requirements and site plan review should be used to minimize the adverse effects of development on designated and other freshwater wetlands and their associated drainage basins. Adverse effects include erosion, sedimentation, pollution, and damage to wildlife habitats. **Priority: Immediate**
 - f. Site and development guidelines should be used to ensure preservation of important scenic resources. **Priority: Immediate**
 - g. Lighting regulations should be reviewed to make sure that they minimize light spillage, meet minimum safety requirements, and yet preserve the rural nature of the Catskill Park setting and the visibility of the night sky. **Priority: Short-Term**
 - h. Investigate funding sources for a town-wide hydrogeologic study. **Priority: Long-Term**
 - i. Any future development should be planned based on a sufficient water supply. **Priority: Immediate**
 - j. Continue the development of the GIS database, particularly with respect to environmental and land uses, for use in making future land use and planning decisions. **Priority: Immediate**

Responsible Parties:

*Town Board
Planning Board
Ulster County Planning Department*

- 2) Regional Natural Features/Resource Protection

- a. Coordinate with jurisdictional agencies to monitor and stabilize the banks of existing streams to prevent further erosion, where required, and repair eroded banks using techniques that minimize damage to

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start-ups, and provide information and access to programs and financial assistance sources to assist economic development efforts.

Priority: *Short-Term*

- b. A professional brochure, promoting the Town to tourists and businesses, can be effective. Promotion of the Town via its website should also be pursued. In today's increasing technological society, the website can be an important marketing and communication point for the Town to provide business, regulation and tourist information, and business incentives. Grant funding for website enhancement can be obtained from a variety of sources. **Priority:** *Immediate*
- c. The Ulster County right-of-way, currently used for tourist train operations, is a unique and invaluable resource and should be studied to determine its potential for tourism or other uses by the Town. The location along the Esopus Creek and Route 28 not only makes for unparalleled scenic views and access, but also provides the link by which the many activity centers along the corridor can be economically and visually connected. **Priority:** *Long-Term*
- d. Pursue the development of the Interpretive Center in Mt. Tremper as the first step to creating the gateway features into the Catskill Park and Forest Preserve in the Town. **Priority:** *Short-Term*
- e. Hiking, biking, scenic river walks and trails should be developed to link hamlets together. **Priority:** *Long-Term*
- f. Design standards for certain sign types, facade improvements and streetscape improvements could be established to create a sense of unity throughout the Town (which can be attractive to businesses), to coordinate with DEC and DOT regulations and to attract people to these existing centers. **Priority:** *Short-Term*

Responsible Parties:

*Town Board
Planning Board*

2) Incentive Programs

The Town should work with Chambers of Commerce and the Ulster County Industrial Development Agency (UCIDA) to develop incentive programs to attract desired types of businesses, particularly home-based businesses and small industries that can establish without a need for a significant amount of infrastructure. Incentives could include things like start-up assistance, tax abatement and marketing assistance. Home-based businesses can be encouraged by not imposing strict location and process regulations. **Priority:** *Short-Term*

Responsible Parties:

*Town Board
Planning Board
Ulster County IDA
Ulster County Development Corp.
Ulster County Planning Department*

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- Buildings and signs should be consistent with the architecture and rural character of the area in terms of design and materials.
- Floodplain issues must be considered.
- Development of gateways as people enter the hamlets should be considered.

Route 28 Corridor

- Between the hamlets, Route 28 is the image of the Central Catskills - long views of mountains, glimpses of mountain streams open fields and wooded hillsides and a varied array of small, diverse structures and uses glimpsed at 55 mile per hour. In general, development along this corridor should not be extensively promoted and should be limited to small, cottage-type businesses. The design principle for Route 28 should be to blend manmade development into the natural landscape to the maximum extent possible and to prevent an increase in development intensity in terms of physical and visual impact.
- Existing vegetation or new landscaping should be maintained between buildings and parking lots and the roadway. Residences, in particular, should be set back as far as possible and screened by natural growth, stone walls or fences. Incentives to encourage beautification of existing parcel frontages should be considered.
- New building placements should be sensitive to protecting the rural character portrayed along the corridor.
- Buildings and signs should be consistent with the architecture and rural character of the area in terms of design and materials.
- Unless the nature of the specific use requires a site with unique features, tourist destination uses should be located in or adjacent to the hamlets.
- Cottage industries and tourist-related businesses should be encouraged.

Mountain Valleys (Rt. 42, etc.)

- Most development along these roads is residential or community service in nature.
- These roads often provide access to tourist recreational destinations, such as campgrounds and creek access.
- There is very limited land available for development along most of these corridors. The corridors are mostly very narrow, due to floodplain issues.
- Development should be limited to residential, home businesses, and small businesses related to tourism. Overnight accommodations could also be encouraged, as long as they are compatible with the surrounding land uses.
- Buildings should be consistent with the natural character of the area in terms of design and materials.
- Development intensity should be low.

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Mountainsides, Ridgelines and Mountaintops

- Regulations by other authorities, as well as Town of Shandaken Zoning Laws, limits development on most mountainsides, ridgelines and mountaintops within the Town of Shandaken.
 - Development in these areas should not be encouraged.
 - Any development or utilities should be responsible to the environment and appropriately regulated. They should be closely examined for the dynamics between the need for economic development and protection of scenic vistas and the environment. In all cases, rigorous standards and guidelines should be established to mitigate all impacts, particularly impacts to the Route 28 and hamlet viewsheds.
 - Any development in these areas should be sensitive to the Route 28 and hamlet viewsheds.
- b. Rehabilitation of the Towns existing housing stock is the most effective means to provide housing opportunities that are compatible with existing development patterns and to foster hamlet revitalization. Alternative housing needs to meet the needs of seasonal and visitors to the area should be considered. **Priority: Short-Term**
- c. The zoning law should be amended to regulate adult entertainment businesses. **Priority: Immediate**
- d. Pursue the goal of prohibiting casino gambling within the Catskill Park Blue Line Designation. **Priority: Short-Term**
- e. Encourage continued development of the Belleayre Ski Center as a four-season facility consistent with the carrying capacity of the area's sewer, water and transportation system. **Priority: Short-Term**
- f. Access to and use of the vast New York State lands must be planned in a way that benefits both users and the tourist economy. Coordinate and cooperate with State led efforts to provide this needed access. **Priority: Short-Term**

Responsible Parties:

*Town Board
Planning Board
Chambers of Commerce*

2) Modifications to Development/Site Plan Regulations, Land Use Plan and Zoning Laws

Existing zoning and land use regulations should be modified to reflect the recommended actions in the Comprehensive Plan and to encourage the desired development types, locations and characteristics. It is not the intent to increase zoning densities at this time. **Priority: Short-Term**

Responsible Parties:

*Town Board
Planning Board*

3) Review Hamlet Boundaries

Hamlet boundaries should be reviewed to make sure that they reflect

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permissible locations and heights. Location of equipment along ridgelines should be discouraged, except if effectively camouflaged, as it would seriously detract from the scenic vistas of the Town.

Priority: *Immediate*

Responsible Parties: *Town Board
Planning Board
Telecommunication Service Providers*

3) Transportation and Parking Program

- a. The Town should coordinate with Ulster County and NYSDOT to identify road improvements, which would fix current deficiencies and could enhance the Town's ability to achieve its goals. Specifically, the fixing of the State roads within the Town should be given top priority. **Priority:** *Immediate*
- b. Using GIS as a tool, develop and implement a Highway Management Plan, in conjunction with the County and NYSDOT. The Plan could include a database inventory of roadway facilities and conditions, plus prioritization and capital budgeting for road maintenance and upgrades. The plan should explore ways to make better use of highway funding, focusing on safety improvements and reducing long-term maintenance costs. **Priority:** *Short-Term*
- c. Bike lanes should be incorporated into highway and bridge designs, where feasible. **Priority:** *Immediate*
- d. Locations for off-street parking facilities in Pine Hill, Phoenicia and the other Hamlets should be identified and evaluated. **Priority:** *Short-Term*
- e. Transit alternatives to meet specialized transportation needs should be considered. Specific transportation needs of the youth, senior citizens and disabled should be determined. **Priority:** *Long-Term*
- f. New road, driveway, parking lot and sidewalk construction should take into consideration snow removal in their design. **Priority:** *Immediate*

Responsible Parties: *Town Board
Town Highway Superintendent*

4) Transportation Safety Concern Areas

High accident areas should be identified, documented and submitted to NYSDOT and Ulster County for potential improvement projects. **Priority:** *Immediate*

Responsible Parties: *Town Board
Town Highway Superintendent*

5) Trails and Recreation Development

- a. Grants should be sought to expand the area trail network. Further investigate trail projects, such as the Phoenicia River Walk and Tanbark Trail. Cooperation with adjacent towns should be encouraged to further develop a regional scenic rail corridor and further develop the regional trail network. **Priority: Short-Term**
- b. Opportunities for “turnouts”, where people can enjoy scenic vistas or read interpretive signs regarding the area’s history, should be investigated. The vistas and signs should also be provided along the trail system. **Priority: Short-Term**
- c. Tourist information services, visitor centers, lodging referral networks, and similar services should be coordinated with all involved public, non-profit and business agencies to provide ‘one-stop shopping’. Provide restrooms at rest areas. **Priority: Short-Term**
- d. A Catskill Interpretive Center should be developed on the original site purchased by the Catskill Center for Conservation and Development in Mt. Tremper to welcome visitors and educate them regarding the history and natural resources of the area. The location is attractive and approximately halfway between the Thruway and Belleayre at a point where the visitor has left behind much of the commercial/suburban development and is beginning to sense arrival at a special place. The immediate environs of the site relate closely to the mountains and the Esopus Creek, which convey the essence of the Central Catskills. It is an ideal opportunity to provide information and services at the entrance to the Central Catskills. **Priority: Short-Term**

Responsible Parties:

*Town Board
Planning Board*

6) Public Facilities

Explore the need for a community facility. Any community facility should be developed with extensive input from the public, particularly the potential users to insure that it would meet their needs. Determine sources of funds. Identify and evaluate potential sites and if residents desire the facility, insure that it is preserved for this specific use. **Priority: Long-Term**

This facility could house or serve as any or all of the following:

- Town Hall
- Highway Department Facility
- Library
- Senior Citizens Center
- Meeting Hall
- Evacuation Center
- Emergency Services
- Recreation Center/Pool

Responsible Parties: Town Board

7) Flood Prevention and Mitigation

Locations that are most prone to flood damage should be identified. Effective methods to avoid and minimize flooding should be researched. Work with FEMA and other agencies to identify means to help avoid floods and minimize damage. Specific locations, methods and funding sources should be determined. **Priority: Immediate**

Responsible Parties: Town Board
FEMA
Army Corps of Engineers

E. Regionalism and Partnerships

- 1) The Town should consider taking the lead in developing regional solutions for environmental and development goals. Develop a regional roundtable to work on the critical environment vs. development issues. **Priority: Long-Term**
- 2) Promote cooperation and coordination efforts between involved and overlapping agencies. In order to take advantage of the significant resources available to the community, develop partnerships of understanding and assistance, not only in decision-making but also in implementation of local projects, to protect or enhance the environment. Use the partnerships to assist in meeting community goals in an environmentally responsive way. **Priority: Short-Term**
- 3) Encourage cooperation with governmental and nongovernmental organizations to promote economic revival and to develop regional incentive programs to attract desired types of businesses. **Priority: Short-Term**
- 4) Work with Ulster County, NYSDOT and other agencies/groups to identify regional multi-modal transportation solutions, including, but not limited to, trail network expansion, regional tourism rail and transit. **Priority: Long-Term**
- 5) Work with FEMA, other agencies and other Towns in the Catskill region to identify regional solutions to flooding issues. **Priority: Immediate**

Responsible Parties: Town Board
Planning Board
Various Regional Orgs./Agencies

F. Public Education and Outreach

- 1) Form a committee to develop and implement a Public Education and Outreach plan. Define the methods, target audience and types of information to be transmitted. Ensure that sufficient means exist for all

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segments of the population to receive necessary information and provide input. **Priority: Immediate**

- 2) Enhance the Town web site to make it an effective tool for public education and outreach. Streamline the Town's regulatory, application and public input processes to make them web-based, as well as in written form. Provide statistical and GIS-based graphical information about the town, its characteristics, its laws and regulations, and proposed plans and projects. **Priority: Immediate**
- 3) Use the planned Catskill Interpretive Center as a public education center. Consider web access points and streaming video to transmit critical information. Consider education programs in the schools to make students aware of critical issues and involving them in solving various problems in the Town. **Priority: Short-Term**
- 4) Develop a community leadership program that brings important stakeholders into the education and outreach and provides for a forum to discuss the need for a healthy housing mix as a community development tool. **Priority: Short-Term**

Responsible Parties:

Town Board
Planning Board

V. NEXT STEPS

A. Follow-Up Plans

- 1) Complete the concurrent efforts of updating the Town's Zoning Regulations and map. Out of date zoning and subdivision statutes often hinder a community from achieving its vision for the future. These statutes are the regulatory tools that put into practice the vision set forth in the comprehensive plan. Ensure that the Zoning Law is in-line with the goals set forth in this plan.
- 2) Establish a committee to develop a town wide greenway, trails, multi-modal plan, with coordinated designation and signage for points of interest. Integrate the Phoenicia River Walk plan.
- 3) Consult with the Ulster County Planning Boards – Transportation Strategies for Quality Communities Primer.
- 4) Develop an Infrastructure/Utilities Improvement Plan
- 5) Develop a Communications Infrastructure Plan.
- 6) Evaluate the need for a community facility.
- 7) Periodic updates to this Comprehensive Plan to stay current with the needs and desires of the Town of Shandaken. The point at which revisions to the Plan should be made can vary greatly with the time needed to implement recommended action plans and with the degree and speed at which changes in the Town take place. It is recommended that, at a minimum, this plan be reviewed at 5-year intervals, to determine if revisions need to be made.

B. Priorities

The following recommended actions should be given the highest priority for implementation:

- 1) Amendments/revisions to the Zoning Law, land use regulations, site and development guidelines.
- 2) Develop Hamlet boundaries.
- 3) Develop and implement a Communications Infrastructure Plan.
- 4) Work with FEMA and other agencies for flood control.
- 5) Identify and designate critical environmental areas.
- 6) Establish/work with existing Chambers of Commerce.
- 7) Map desired growth areas, identify potential development parcels and desired types of developments.
- 8) Develop incentives to attract desired development types.
- 9) Develop a professional brochure, promoting the Town.
- 10) Develop and implement a Comprehensive Utility Plan.
- 11) Organize and promote events in the Hamlets.
- 12) Develop the Catskill Interpretive Center.
- 13) Develop design standards for certain sign types to promote unity.
- 14) Identify needed road and safety improvements.
- 15) Develop a regional roundtable to work on the critical environmental vs. development issues.

C. Funding Opportunities

New York State and U.S. Departments of Transportation – Federal and State Transportation Funding Programs are available to local governments. Contact

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NYS DOT Regional Office for more information or contact Federal Department of Transportation. Programs include: Surface Transportation Program (STP); Transportation Enhancements Programs (TEP); CHIPS and Multi-Modal monies; congestion Mitigation and Air Quality Improvement Program (CMAQ); Highway Bridge Repair and Replacement (HBRR); Railroad/Highway At-Grade Crossing Program; Recreation Trails Program (RTP); Transportation and Community System Preservation Pilot Program (TCSP); State Dedicated Fund (SDF)

Federal Surface Transportation Act (TEA-21, ISTEA) – Every five or six-years a Federal Transportation Act is enacted to allocate multi-modal transportation funds to the states for a wide variety of transportation purposes. Funds are also available for related enhancements such as scenic easements, conservation of abandoned railways to trails, bicycle and pedestrian facilities, removal of outdoor advertising, archaeological planning, scenic byways, and landscape beautification, including restoration of native species in disturbed habitats.

Federal Aid Highway Program – Bicycle and pedestrian projects are broadly eligible for funding from most of the major Federal Aid highway, transit safety and other programs. Municipal leaders and citizens should request funds and provide input during the project development process.

Stormwater and Flooding – Stormwater, wastewater and floodplain management efforts can present opportunities for trail and walkway development. US Army Corps of Engineers, the US Department of Agriculture's Soil Conservation Service, NYSDEC and NYCDEP are points of contact.

Ulster County Transportation Council (UCTC) – Recently formed, UCTC is a Metropolitan Planning Organization that allocates federal transportation funds to projects. These funds can be used for planning, roadway and most bike and pedestrian projects.

County and Local Government Funding – County and local government budgets and their ability to access a wide range of federal and state funding programs and local tax bases can provide for funding transportation and community enhancement projects and programs.

Empire Opportunity Fund – EOF provides financial assistance to infrastructure or capital facilities related to the development of industrial facilities, business parks and incubators; the development of downtown and rural area projects that increase the availability of commercial and retail activity; the development of tourism destinations that contribute to the development of a recreational, historic, cultural or conventional facility that is likely to attract a significant number of visitors from outside the region.

Main Street New York Downtown Development Initiative Program – The fund provides for capital facility and infrastructure projects located in Central Business District or commercial area that are available to the general public, will result in a benefit to the general public and will improve the viability of downtown commercial area.

The New York State Clean Water/Clean Air Bond – Environmental Conservation Law Article 56 – Project eligibility should be evaluated under different Bond Act funds, including the Safe Drinking Water Fund (Title 2), The Clean Water Fund (Title 3), and the Municipal Environmental Restoration Project Fund (Title 5)

The New York State Environmental Protection Fund – Environmental Conservation Law Article 54, provides assistance for part, recreation and historic preservation projects. Funding for the implementation of Local Waterfront funding for the

implementation of Local Waterfront Revitalization Programs is also available through this program.

Quality Communities and Waterfront Revitalization – The New York State Department of State (NYSDOS) has a number of programs supporting quality communities that could be utilized throughout the County.

The Federal “Superfund” – Comprehensive Environmental Response Compensation and Liability Act (CERCLA) – This fund provides the federal government with funds to implement short-term “removal” actions, or longer term remedial investigation and remediation of hazardous waste sites listed on the National Priorities List (NPL). The NYSDEC must request that a site be listed on the NPL.

Federal Environmental Response and Spill Compensation Fund – Navigation Law Article 12 – This fund is available to states to implement investigation and clean up of petroleum discharges and removal of underground storage tanks. The fund is also available to compensate injured parties, including municipalities that have lost revenue as a result of the discharge of petroleum.

Clean Water State Revolving fund for Water Pollution Control – Financing is available to respond to non-point source pollution projects. Non-point source refers to water pollution from diffuse sources that are not directly related to a piped discharge. Examples include remediation of contamination from leaking underground storage tanks or collection and treatment of road runoff, and water body restoration such as stream bank stabilization, drainage erosion and sediment control.

Industrial Finance Program – Provides low interest loans to private businesses for environmental improvement capital projects, including Brownfields site remediation and solid waste management.

The State Revolving Fund Program – This is one of the largest environmental infrastructure financing programs in the nation. Three primary loans are available through EFD: Bond-Funded Loans, Financial Hardship Loans, (including interest-free long-term), and Interest-Free Short-Term (up to two years).

Federal Community Development Block Grant (CDBG) – This program provides funding from the Department of Housing and Urban Development (HUD) for activities that support housing, public facilities, or economic development. CDBG funds can be used as grants, loans, loan guarantees, and technical assistance activities. The funds are managed by New York State Governor’s Office of Small Cities.

Section 108 Federal Loan Guarantees – Another HUD program that has the same objectives as the CDBG Program but funds are repayable loans rather than grants.

New York/New Jersey Trail Conference – Arranges for the maintenance, mapping and some construction and acquisition efforts attendant to trail systems in the mountains and could help with similar projects in the Catskills and Hudson Valley.

NYC Department of Environmental Protection (DEP) Watershed Program – Watershed Program funds are available for planned and approved trail projects. DEP may also participate in trails projects that include land acquisition elements.

New York State Empire State Development Corporation (EDC) – Program grants and loans are available as incentives to attract commercial development and may be applicable to Brownfields development.

U.S. Department of Commerce Economic Development Administration – Grants are available to assist economic development projects.

New York State Nonpoint Source Implementation Grants Program – The NYSDEC has a grant program under its Nonpoint Source Implementation Grants Program.

The Program provides grants for up to fifty percent (50%) of the cost of eligible nonpoint source water pollution assessment, planning and abatement projects.

Utility Companies – They often allow trail uses on their rights of way, similar to the DEP approach.

Safety Education Programs: The NYS Governor's Traffic Safety Committee and the NYS Department of Health's Bureau of Injury Prevention both operate funding programs supporting safety education.

Private Foundation Grants – The environmental Grantmaker's Association, 1290 Avenue of the Americas, Suite 3450 New York, New York 10104 compiles a listing of hundreds of potential foundations and trusts which may provide funding assistance to creative environmental/economic development initiatives.

Greenway Communities Grant program – Provides natural and cultural resource protection regional planning, economic development, heritage and environmentally education, promotion of access to the Hudson River.

Greenway Conservancy – Provides funding for trail related projects.

Land and Water Conservation Fund – Federal monies allocated to the States by the Department of the Interior for land acquisition and development of outdoor recreation.

State Revolving Loan Fund – Provides low-interest loans to municipalities to construct and expand sewage treatment facilities. Continuation of the state revolving loan fund depends on reauthorization of the Clean Water Act with grants to states to capitalize the loan fund.

Bikes Belong Coalition – www.bikesbelong.org

Powerbar's Direct Impact on Rivers and Trails (DIRT) – www.powerbar.com

Gifts and Donations – A direct way for individuals and businesses to contribute directly to the conservation of open space through donations of land or easements.

Catskill Watershed Corporation (CWC) – Awards low-interest loans and grants to communities and businesses within the watershed in order to promote the economic vitality of the watershed region.

**COMPREHENSIVE PLAN for the TOWN OF SHANDAKEN
2005 FINAL DRAFT**

APPENDIX

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APPENDIX A

Detailed Demographic Data

Shandaken - 2000 Census Data

The results of the 2000 census of population, education, economic and housing provide a quantitative picture of Shandaken today and how it has changed since 1990. The information provides a number of considerations that were taken into account in completing the Comprehensive Plan.

In 2000, the full time resident population of Shandaken was 3,235. This represents an increase of 222 persons since 1990. Shandaken residents lived in 1,463 households. The census definition of a household is all the persons who occupy a housing unit. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied. Of these households, 830 (57%) are family households. A family consists of a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption. Both types of households represent an increase since 1990. Of the 633 non-family households, about 80% consist of persons living alone. The remaining 20% were unrelated individuals living together. In comparative terms, this was lower than the county average, but similar to neighboring towns like Woodstock, Lexington, Hunter and Middletown.

One of the reasons for the proportion of persons living alone is that the residents of Shandaken are older than the county average. The median age in Shandaken is 45, compared with 38 for the county as a whole. However, the median age is similar to that found in neighboring towns like Woodstock, Middletown and Lexington. There has been relatively little change in this over the ten years. As Table 1 shows, the proportion of older persons has remained relatively steady, although there has been a decrease in the number of young children.

Table 1 - Shandaken Population

<i>Age</i>	<i>1990</i>	<i>2000</i>
Under 5	7.1%	4.9%
5-19 Years	17.3%	17.4%
20-59 Years	52.7%	55.7%
60 and older	22.9%	22.0%
65 and older	16.5%	17.4%

In 2000, there were 2,666 housing units in Shandaken. Of these, 55 percent were occupied by full-time residents. This is significantly below the county occupancy average of 87 percent. Most of the remaining housing units are used by part-time residents (seasonal residents). This is similar to neighboring towns of Middletown, Lexington and Hunter. Nearby Towns of Woodstock and Olive have a higher proportion of full-time residents. The percentage of seasonal residents in Shandaken has decreased since 1990. Table 2 shows the number and proportion of full-time and part-time residents.

Table 2 - Shandaken Full & Part Time Residents

Occupancy Status	1990		2000	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Occupied Housing Units (Full-time residents)	1280	49.8%	1463	54.9%
Vacant Housing Units (Part-time residents)	1290	50.2%	1203	45.1%

The educational attainment level of full time residents has also notably changed over the decade. Table 3 shows the educational attainment of full-time residents is significantly higher than in 1990, with most of the change accounted for by the high percentage of persons with a college education. This is higher than the average for Ulster County and higher than any of the neighboring towns, except Woodstock (Table 4).

Table 3 - Educational Attainment of Shandaken

Full Time Residents	1990		2000	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Population 25 years and over	2,140		2,420	
Less than 9th Grade	172	8.0%	65	2.7%
9th - 12th Grade, No Diploma	450	21.0%	318	13.1%
High School Graduate (includes GED)	682	31.9%	752	31.1%
Associate Degree	110	5.1%	128	5.3%
Bachelor's Degree	201	9.4%	402	16.6%
Graduate or Professional Degree	141	6.6%	242	10.0%
% High School Graduate or higher		70.9%		84.2%
% Bachelor's Degree or higher		16.0%		26.6%

Table 4 - Educational Attainment Comparisons, 2000 (percentages)

	Ulster County	Shandaken Town	Middletown Town	Olive Town	Woodstock Town	Lexington Town	Hunter Town
Population 25 years and over							
Less than 9th Grade	5.5	2.7	6.5	7.2	1.1	6.6	8.6
9th to 12th Grade, no Diploma	12.9	13.1	15.8	13.0	4.1	11.9	12.2
High School Graduate	30.0	31.1	35.7	27.3	17.1	36.4	34.6
Some College, no Degree	18.4	21.2	17.9	16.4	21.7	18.1	20.5
Associate Degree	8.3	5.3	8.6	8.0	7.2	4.8	5.2
Bachelor's Degree	13.8	16.6	7.5	15.5	26.4	9.3	10.1
Graduate or Professional Degree	11.2	10.0	7.9	12.6	22.3	12.8	8.8
Percent High School Graduate or Higher	81.7	84.2	77.7	79.8	94.8	81.5	79.2
Percent Bachelor's or Higher Degree	25	26.6	15.4	28.1	48.7	22.2	18.9

Shandaken is the poorest town in Ulster County. In 1990, the town ranked 21st in both household and family median income. Income of households includes the income of the householder and all other persons 15 years old and over in the household, whether related or not. Income of Families and Persons includes all members 15 years old and over in each family. In 1990, the median household income was \$28,903, median family income was \$32,898. In 2000, the town still ranked 21st on both measures.

Table 5 - Family Income, 1990-2000

	1990	2000
Number of Families	805	875
Income group	Percent	Percent
Less than \$10,000	7.6%	3.7%
\$10,000 to \$14,999	16.0%	6.9%
\$15,000 to \$24,999	24.1%	14.6%
\$25,000 to \$34,999	20.4%	20.0%
\$35,000 to \$49,999	19.7%	16.6%
\$50,000 to \$74,999	9.2%	17.5%
\$75,000 to \$99,999	2.0%	5.1%
\$100,000 to \$149,999	1.1%	11.0%
\$150,000 to \$199,999		2.2%

The largest occupational groups in 2000 were professional and managerial, and sales and office workers, as can be seen from Table 6.

Table 6 - Occupation Full-Time Residents Shandaken, 2000

	Number	Percent
Employed Population 16 years and over	1,581	100%
OCCUPATION		
Management, professional, and related occupations	443	28.0%
Service occupations	289	18.3%
Sales and office occupations	378	23.9%
Farming, fishing, and forestry	20	1.3%
Construction, extraction, and maintenance	244	15.4%
Production, transportation, and material moving	207	13.1%

The largest industry group, employing 18% of the full-time employed residents, is arts, entertainment, recreation, accommodation and food services (see Table 7). This is higher than the county average (8.2%) and is higher than any of the neighboring towns. Of these, only Hunter approaches the Shandaken figure with 15.7% employed in that industry.

Table 7 - Employment of Shandaken Full-time residents, by industry group

2000		
Industry	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	31	2.0%
Construction	226	14.3%
Manufacturing	106	6.7%
Wholesale trade	40	2.5%
Retail trade	160	10.1%
Transportation and warehousing, and utilities	93	5.9%
Information	40	2.5%
Finance, insurance, real estate, and rental and leasing	79	5.0%
Professional, scientific, management, administrative, and	118	7.5%
Waste management services, educational, health and social services	261	6.5%
Arts, entertainment, recreation, accommodation and food services	289	18.3%
Other services (except public administration)	85	5.4%
Public administration	53	3.4%

Housing

As Table 8 shows, there have been almost no new houses built over the past few years.

Table 8 - Age of Houses in Shandaken, 2000

<i>YEAR STRUCTURE BUILT</i>	<i>Number</i>	<i>Percent</i>
1999 to March 2000	0	0%
1995 to 1998	50	1.9%
1990 to 1994	105	3.9%
1980 to 1989	331	12.4%
1970 to 1979	270	10.1%
1960 to 1969	273	10.2%
1940 to 1959	642	24.1%
1939 or earlier	997	37.4%

Over 61 percent of the houses in Shandaken are over forty years old and only 5.8% were built in the past decade.

The median "self-declared value" of these houses is \$91,500, but not significantly different from 1990 when it was \$89,900. The 2000 figure is far below the median for the county (\$113,100) and all of the neighboring towns except Middletown and Lexington.

New York State defines "affordable housing" as that costing less than 30 percent of monthly household income. On this measure, 24.4% of the households in Shandaken are not in affordable housing. However, this is slightly below the county average, as well as such neighboring towns as Middletown, Olive and Lexington, and approximately the same as Woodstock and Hunter.

Economy

The economy of Shandaken is built on three pillars: the economic activities that derive from visitors to the town, the activities of enterprises in the town themselves and the economic contribution to the town of persons who are full- and part-time residents but work outside the town.

Table 9 - Shandaken Members of the Chamber of Commerce of Ulster County, 2002

Type of business	Number	Percentage
Tourism-related	13	37.1%
Building, Construction and Rehabilitation	7	20.0%
Artistic	7	20.0%
Business-related	3	8.6%
Professional	2	5.7%
Other	3	8.6%

The 2000 census show that over 90 percent of those employed commuted to work. The published 2000 figures do not indicate whether they commute outside the town or not.

Table 11 - Commuting to work, by means, 1990 and 2000

COMMUTING TO WORK	1990		2000	
	Workers 16 years and over	1,220	100.0%	1,524
Car, truck, or van - - drove alone	809	66.3%	1,032	67.7%
Car, truck, or van - - carpooled	181	14.8%	254	16.7%
Public transportation (including taxicab)	15	1.2%	57	3.7%
Walked	68	5.6%	32	2.1%
Other means	10	0.8%	15	1.0%
Worked at home	137	11.2%	134	8.8%
Mean travel time to work (minutes)	27.8		31.9	

There were, in 2002, some 3040 parcels of taxable land in the Town. Of these, 64% were residential, 6% were commercial and 29% were vacant (without any buildings). Table 12 shows the changes in assessed value over a ten-year period.

Table 12 - Assessed value of taxable properties in Shandaken, 1992-2002

Year	Total Parcels	Assessed value of land	Assessed value of buildings	ASSESSED TOTAL	Average per parcel
2002	3140	30,792,750	66,329,800	97,122,550	30,931
2001	3128	30,467,250	65,537,800	96,005,050	30,692
2000	3120	30,401,750	65,021,100	95,422,850	30,584
1999	3123	30,420,950	64,617,500	95,038,450	30,432
1998	3118	30,354,100	64,096,400	94,450,500	30,292
1997	3126	30,331,750	63,669,100	94,000,850	30,071
1996	3132	30,259,950	63,018,700	93,278,650	29,782
1995	3133	30,099,250	62,525,700	92,624,950	29,564
1994	3141	30,126,050	61,944,400	92,070,450	29,312
1993	3138	29,921,550	61,477,975	91,399,525	29,127
1992	3139	29,960,200	61,332,525	91,292,725	29,083

Source: Town of Shandaken Assessor's Office

APPENDIX B

Town-Wide Survey

In June of 2000, the Shandaken Master Plan Committee conducted a survey of the Town's residents. Over 3,000 surveys were sent out to property owners and registered voters. 769 households responded, a return of approximately 25%. Independently, planning consultant Dan Shuster and a qualified volunteer tabulated the surveys and the results were represented to the committee. Below are the statistical results of the survey followed by an analysis by Mr. Shuster.

Statistical Results of the Survey

Which of the hamlets do you live in?	Number
Phoenicia	140
Shandaken / Allaben / Bushnellsville	116
No answer	101
Mount Pleasant / Mount Tremper	88
Big Indian / Oliveria	85
Pine Hill	85
Chichester	57
Woodland Valley	56
Highmount	33

Survey recipients were asked to respond to the following questions by circling the appropriate number on a scale of 5 to 1, with 5 being the most positive and 1 being the least acceptable. Responses for each question are sorted by the mean (average) rating.

1) How important is it to you to protect or enhance the following? (5=very important, 1=least important)	Avg. Rating
Groundwater Supplies	4.72
Woodlands	4.69
Scenic Views	4.68
Stream Corridors	4.62
Community Rural Character	4.50
Wildlife Preserves	4.50
Watershed Areas	4.39
Wetlands	4.39
Existing Hamlets	4.37
Historic Structures and Sites	4.34
2) What do you see as the most important issue facing Shandaken in the next 10 years? (5=very important, 1=least important)	Avg. Rating
Maintain the Quality of the Environment	4.67

Protecting Our Water Supply	4.63
Maintain the Rural Character	4.40
Controlling Taxes	4.38
Controlling the Rate of Development	4.17
Uses of State-owned Land	3.92
Enhancing Economic Opportunities	3.85
Infrastructure	3.81
3) What pattern of Economic Development would you encourage? (5=encourage, 1=discourage)	Avg. Rating
Development in the Hamlets	3.40
Development along Route 28	2.89
Development in Other Areas	2.82
No Further Development	2.70
4) What types of Economic Development would you encourage? (5=very much, 1=not at all)	Avg. Rating
Arts / Theater	4.18
Small Inns / Bed & Breakfasts	4.08
Crafts	4.05
Tourism	3.94
Home Business	3.86
Restaurants	3.77
Visitor / Interpretive Center	3.70
Telecommuting / Internet	3.68
Retail Businesses	3.61
Spas	3.10
Hotels	2.92
Light Manufacturing	2.82
Gambling	1.73
5) Should the town encourage the following types of housing? (5=encourage, 1=discourage)	Avg. Rating
Single-family Dwellings	4.19
Housing for Senior Citizens	3.91
Low / Moderate Income Housing	2.84
Multi-family Dwellings / 2-3 Units	2.54
Subsidized Housing	2.45
Apartments / 4 or More Units	2.20
Town Houses / Condos / Cluster	2.17
Mobile Homes	1.87
6) Are you familiar with the Town of Shandaken's existing Zoning Laws and Regulations?	Number

No	385
Yes	343
No Answer	41
7) If you answered yes to Question 7, do you think these laws and regulations are sufficient to further land use and development?	Number
No	195
Yes	137
8) How important are each of the reasons for living in Shandaken? (5=very important, 1=not at all)	Avg. Rating
Natural Surroundings	4.77
Rural Lifestyle	4.54
Low Crime Rate	4.31
Recreational Opportunities	4.01
Affordable Housing	3.35
Cultural Events	3.25
Closeness to Interstate Highway & NY Metro Area	3.10
Schools	2.88
Near Job	2.37
9) What recreational/cultural activities would you like to see in the town? (5=very important, 1=not at all)	Avg. Rating
Hiking Trails	4.35
Arts / Theater	4.10
Hunting / Fishing	4.08
Theater	3.98
Bike Paths	3.89
Cross Country Ski Trails	3.88
Crafts	3.82
Birdwatching	3.77
Ice Skating	3.77
Horseback Riding	3.73
Community Center	3.72
Cultural / Heritage Tourism	3.72
Eco-Tourism	3.70
Whitewater Recreation	3.70
Downhill Skiing	3.56
Museums	3.56
Town Pool	3.44
Tennis Courts	3.18
Golf Courses	2.57

Snow Mobile Trails	2.29
10) How would you rate the following existing services in Shandaken? (5=excellent, 1=needing improvement)	Avg. Rating
Snow Removal / Highway Maintenance	4.14
Ambulance Service	4.13
Fire Protection Services	4.06
Police Protection	3.87
Street Lighting	3.49
School System	3.48
Traffic Control	3.43
Recycling Center	3.23
Garbage Disposal	3.18
Building Code Enforcement	3.12
Cable TV	3.11
Senior Services	2.96
Water System	2.96
Phone Lines / Fiber Optics	2.88
Sewer System	2.80
Sidewalk Maintenance	2.80
Internet Service	2.66
Public Transportation / Bus / Train	2.62
Youth Oriented Activities / Services	2.34
Cellular Service	2.03

Analysis of the Survey

Written for Comprehensive Plan Committee by Dan Shuster and dated
November 20, 2000

A. GENERAL COMMENTS

A questionnaire such as that distributed by the Committee is one of numerous methods by which the Committee can solicit data and opinions from Town residents and property owners. The results can provide useful in-put regarding various issues for the Committee to consider in conjunction with the other information and opinions available and should be evaluated with consideration of the following qualifications.

1. The method of distribution of the questionnaire was not designed to produce a statistically accurate profile of the opinions of Town residents, since response was voluntary and could not be randomly predicted in advance.

2. The 25% return rate is consistent with the rate of return for similar surveys in the area with which we are familiar and is of sufficient size to be worthy of consideration
3. Since the questionnaire design did not require respondents to limit their answers to a few choices, priorities are not as clear-cut as they might have been in some instances. For example, in Question 1, the average measure of importance of the lowest rated response was within 10% of the average for the highest rated response.
4. The choices set forth in many of the questions ranged from very specific to quite broad and, in some cases, the broader categories included several of the more specific items.
5. We reviewed a sample of one out of seven returns to confirm the general pattern of responses. We did not attempt to replicate the detailed calculations undertaken by the volunteer the Committee selected to do the complete analysis. The analysis below is based on the statistical results supplied by the volunteer which are attached.

B. DEMOGRAPHIC CHARACTERISTICS OF RESPONDENTS

1. 86% of the respondents identified with one of the hamlets offered as a choice. The distribution is generally consistent with population distribution in the hamlets, ranging from 33 in Highmount (4% of the total) to 140 in Phoenicia (18%).
2. 60% of the respondents considered themselves to be full-time residents of Shandaken and 40% part-time.
3. Almost 93% of the respondents who answered the question regarding tenure owned their residence.
4. The average period of time which respondents lived in or owned property in Shandaken was almost 22 years.
5. Of 748 responses as to place of work (which includes some multiple responses on the same survey), 14% worked in Shandaken while 35% were retired in Shandaken or elsewhere. The remaining 31% worked elsewhere.
6. Of the total population represented by respondents 17.4% were under 18 years old, 47% between 18 and 55 years old and 35% over 55.

C. ANALYSIS OF RESPONSES

Eight of the 10 questions dealing with opinions required respondents to rate various factors on a scale ranging from 5 (most positive) to 1 (least positive). Respondents were able to rate all choices in each question and were not required to establish priorities among the choices. The tabulation by the volunteer computed responses by mean, median and mode. The analysis below utilizes the mean (average) ratings unless otherwise stated.

Question 1: Protection of Environmental Factors

Protection of all aspects of the environment were considered very important. The highest average rating, groundwater supplies (4.72), was only 8% higher than the lowest, historic structures and sites (4.34). The results establish that respondents feel strongly about protection of natural resources but do not indicate any significant priorities.

Question 2: Important Issues

This question dealt with a wide array of topics. The three issues which ranked highest related to environmental factors: maintain the quality of the environment (4.67), protecting our water supply (4.63) and maintain the rural character (4.40). Controlling taxes (4.38) and controlling the rate of development (4.17) were not far behind. Enhancing economic opportunities, which has a variety of possible relationships with these two items, ranked slightly lower at 3.85. Two choices which deal with government action, uses of state owned land (3.92) and infrastructure (3.81) were ranked about the same. The latter three choices were the only ones for which the mode was 4 rather than 5.

Question 3: Patterns of Economic Development

This question offered respondents the opportunity to express an opinion on distinctly different patterns of economic development but did not produce a clear choice. The most favored choice, development in the hamlets, had an average rank of only 3.40 while development along Route 28 (2.89) and development in other areas (2.82) scored less than 20% lower. The fourth choice, no further development ranked lowest at 2.70.

Question 4: Types of Economic Development

A choice of 13 types of economic development was offered. Seven of the 13 choices were activities geared, at least in part, to tourists. The eighth was the all-encompassing category of tourism. Interestingly, the average score of the seven specific choices (3.68) was almost the same as that for tourism in general (3.94). Five of the seven specific choices ranked within 12% of each other: arts/theater (4.18), small inns/ bed and breakfast (4.08), crafts (4.05), restaurants (3.77) and visitor / interpretive center (3.70). The other two, hotels and spas ranked much lower at 2.92 and 3.10. Since no definition was provided, each respondent was required to utilize his/ her own image of each specific choice. Three of the four other non-tourist related activities ranked almost the same as the seven specific tourist related activities - home business (3.86), retail business (3.61) and telecommunication/ internet (3.68) - an average of 3.71. Light manufacturing (2.82) ranked the lowest. Gambling ranked lowest of all (1.73) with a mode of 1 (not at all).

Question 5: Housing Types

Single family dwellings and housing for senior citizens were the housing types clearly preferred by a majority of respondents. These

two choices ranked approximately 30% higher (4.19 and 3.91) than the next three highest choices, low/moderate income housing (2.84), multi-family dwellings / 2-3 units (2.54) and subsidized housing (2.45). Mobile homes (1.87), townhouses/condos/cluster (2.17) and apartments/4 or more units (2.20) all were at the bottom of the ranking range. Since housing for senior citizens may well be "subsidized" or "low/moderate income" it appears that the distinction being made is between assisted housing for seniors as opposed to families.

Question 6 and 7: Knowledge of Zoning Laws

47% of respondents said they were familiar with the Town's Zoning Laws and Regulations. Of those who were familiar a minority (41 %) believed the existing laws were sufficient to guide further use and development.

Question 8: Reasons for Living in Shandaken

The three highest ranked reasons that respondents gave for living in Shandaken were natural surroundings (4.77), rural lifestyle (4.54) and low crime rate (4.31). Analysis of the samples by our office showed that these three factors ranked highest for both full and part-time residents. Location near job ranked lowest (2.37) while schools were next (2.88).

Question 9: Recreational/Cultural Activities

As in Question 4, respondents were offered a list of 20 choices which included some very specific activities as well as some broad categories. The three activities considered most important were hiking trails (4.35), arts/theater (4.10) and hunting/fishing (4.08). These were the only activities where the ranking median was 5. Of the remaining 17 choices, 14 were grouped within a range of 14% in the ranking (from 3.44 to 3.98), all with a median rank of 4. The three activities with the lowest ranking were tennis courts (3.18), golf courses (2.57) and snow mobile trails (2.29). The latter two had a median rank of 2. It is interesting to note that the three highest ranked activities already exist in town.

Question 10: Rating of Existing Services

Respondents were asked to rank 21 different services, some municipal, some volunteer and some private. Three services had an average rank of over 4: snow removal/highway maintenance (4.14), ambulance service (4.13) and fire protection (4.06). Nine services had a rank below 3. These were in three categories: communications (cellular, internet, phone), public infrastructure (public transportation, sewer system, water system sidewalks) and social services (youth and senior services). The other nine services were ranked in the middle range.

D. CONCLUSIONS

Although the questionnaire results are inconclusive or inconsistent in some respects, the following general conclusions can be drawn.

1. Respondents value Shandaken's natural resources and rural

environment

2. Directing economic development to the hamlets is a slim choice over other possible locations but not a strong recommendation.
3. Respondents favored many tourist related economic activities, with the exception of hotels and spas, but also favored other businesses as well. Light industry and gambling received little support.
4. Respondents favored single family housing and housing for senior citizens over all other housing types.
5. A wide variety of outdoor/ vacation type recreational and cultural activities were considered important. Three activities, tennis, golf and snowmobile trails ranked below all others.
6. Respondents indicated the most satisfaction with emergency and road services and the least with communications, infrastructure and social services.

APPENDIX C

Summary of Community Workshop Results

In November of 2000, the Town of Shandaken held two community workshops. Helen Budrock, Assistant Director of the Catskill Center for Conservation & Development, served as chief facilitator at both workshops. A summary of results, reprinted below, was prepared by Ms. Budrock for the Comprehensive Plan Committee.

Thursday, November 2, 2000 Results

Looking ahead to the year 2010, the top ten most important goals for our town should be:

1. Encourage hamlet revitalization for both businesses and homes - making the hamlets as lovely as their surroundings
2. We need a comprehensive Catskill Park zoning plan to reflect the special nature of the park, Route 28, commercial zoning, visual pollution and coherent development.
3. Preserve and promote cultural, historic and economic character of the hamlets
4. Encourage clean, low-impact small businesses that pay above minimum wage
5. Provide a community center for all ages
6. Provide improved Internet and other communication capabilities without adversely affecting the outstanding aesthetic resources of the Town
7. Promote Route 28 as a scenic highway and provide appropriate rest areas, rest rooms, telephone, recreational facilities & interpretive facilities for both visitors and residents
8. Enhance the aesthetics of Route 28
9. Encourage careful oversight of development - i.e. lighting, materials, landscaping, setbacks and ensure developers adhere to zoning regulations
10. The following goals tied for 10th place:
 - o Protect the beauty of the night sky through limited lighting
 - o Improve health care services by expanding the Phoenicia clinic and/or providing visiting nurse practitioners
 - o Ensure reliable, high-quality and affordable drinking water & sewer services for all residents and businesses
 - o Encourage development, especially of public services (e.g. medical clinics, libraries, post offices) in the hamlets and decrease reliance on private automobile transportation

Aesthetics & Community Character Goals	Votes
Preserve and promote cultural, historic and economic character of the hamlets	16
Enhance the aesthetics of Route 28	11
Protect the beauty of the night sky through limited lighting	9
Capitalize on historic resources through preservation and rehabilitation	6
Encourage careful oversight of development - i.e. lighting, materials, landscaping, setbacks and ensure developers adhere to zoning regulations	10
Housing & Social Services Goals	Votes
Encourage careful oversight of development - i.e. lighting, materials, landscaping, setbacks and ensure developers adhere to zoning regulations	13
Improve accessibility of transportation by linking town services (i.e. health care, community center, etc.)	7
Improve health care services by expanding the Phoenicia clinic and/or providing visiting nurse practitioners	9
Ensure housing/zoning is consistent with the natural beauty of the area	1
Improve educational opportunities, and seek State, Federal and private funds for local programs	1
Natural Resources & Environmental Goals	Votes
Ensure that any development takes place in harmony with the environment, taking into consideration water quality, viewshed, etc.	8
We need a comprehensive Catskill Park zoning plan to reflect the special nature of the park, Route 28, commercial zoning, visual pollution and coherent development.	20
Develop an environmental education effort to promote the Catskill Park and its recreational and aesthetic assets	4
Change the prevailing attitude towards the watershed - instead of seeing it as a liability, use it as an asset	7
Make preservation a priority instead of outside organizations defining our policy, make a "home grown" plan	1
Infrastructure & Public Services Goals	Votes
Ensure reliable, high-quality and affordable drinking water & sewer services for all residents and businesses	9
Provide improved Internet and other communication capabilities without adversely affecting the outstanding aesthetic resources of the Town	12

Encourage development, especially of public services (e.g. medical clinics, libraries, post offices) in the hamlets and decrease reliance on private automobile transportation	9
Promote Route 28 as a scenic highway and provide appropriate rest areas, rest rooms, telephone, recreational facilities & interpretive facilities for both visitors and residents	12
Promote enhanced educational and cultural opportunities, especially through community involvement	5
Tourism & Economic Development Goals	Votes
Encourage hamlet revitalization for both businesses and homes - making the hamlets as lovely as their surroundings	22
Encourage clean, low-impact small businesses that pay above minimum wage	14
Improve tourist information and its promotion	5
Enhance telecommunications infrastructure	3
Promote heritage and cultural tourism in the Town	6

Saturday, November 4, 2000 Results

Looking ahead to the year 2010, the top ten most important goals for our town should be:

1. Provide state-of-the-art communications services (e.g. cell phone & internet) without damaging the environment
2. Place a cap on the scale of development to preserve our rural character
3. Encourage businesses that will be compatible with preserving the environment
4. Promote cultural and historic revitalization of hamlets by encouraging town events for local crafts people & artisans, and by providing cultural and educational community centers in the hamlets
5. Preserve and enhance the beauty of the area through development of "riverwalks" linking the hamlets and through rehabilitation of dilapidated structures in accordance with community needs (i.e. housing, small businesses, cultural centers)
6. Re-evaluate existing zoning laws and special permit process to address fairness and consistency in enforcement
7. Encourage economic development that will protect the environment
8. Revitalize our hamlets by undergrounding utility wires, replacing sidewalks, installing sewers, improving parking, maintaining architectural quality, etc.
9. Provide improved & affordable public services - i.e. trash removal,

water quality, village parking areas, etc.

10. The following goals were tied for 10th place:

- o Preserve rural quality of life including the character of the area while improving services to residents (e.g. low cost senior housing)
- o Recognizing that tourists come because of the uniqueness of the area, we should provide good facilities to encourage longer stays

Aesthetics & Community Character Goals	Votes
Preserve and enhance the beauty of the area through development of "riverwalks" linking the hamlets and through rehabilitation of dilapidated structures in accordance with community needs (i.e. housing, small businesses, cultural centers)	10
Re-evaluate existing zoning laws and special permit process to address fairness and consistency in enforcement	10
Place a cap on the scale of development to preserve our rural character	16
Improve hamlet aesthetics - e.g. provide safe sidewalks, bury utility lines, control cell tower placement, limit commercial signage	1
Encourage small business development - e.g. mixed use and live/work arrangements	1
Housing & Social Services Goals	Votes
Preserve rural quality of life including the character of the area while improving services to residents (e.g. low cost senior housing)	8
Provide centrally located satellite health clinics in the event that the local hospital is no longer available	4
Promote cultural and historic revitalization of hamlets by encouraging town events for local crafts people & artisans, and by providing cultural and educational community centers in the hamlets	11
Provide high speed internet access for home-based businesses (high tech = high income)	4
Encourage community educational opportunities for all ages, by supporting local schools, continued higher academic standards, & technology training	1
Natural Resources & Environmental Goals	Votes
Expand the Town's recreation committee to include more people representatives of all recreation club and groups as well as DEC and DEP to make communication better	4
Establish a goal of better education about recreation, jobs and the environment as they interface	3

Encourage economic development that will protect the environment	10
Protect the quality and quantity of water by making any new business sign on to existing treatment plants or built their own state-of-the-art plants that meet DEC/DEP standards at their own expense	0
Preserve clean air and other environmental factors like viewshed by enforcing existing codes and upgrading codes as needed	4
Infrastructure & Public Services Goals	Votes
Provide state-of-the-art communications services (e.g. cell phone & internet) without damaging the environment	20
Improve rural transportation service through expansion, promotion & advertising	4
Provide improved & affordable public services - i.e. trash removal, water quality, village parking areas, etc.	9
Encourage town development of centralized community activity areas	9
Improve and promote town-wide health services & facilities	3
Tourism & Economic Development Goals	Votes
Preserve the Route 28 corridor and encourage development in the hamlets. New development should be located to preserve existing vegetation and natural screening to protect views	7
Recognizing that tourists come because of the uniqueness of the area, we should provide good facilities to encourage longer stays.	8
Encourage businesses that will be compatible with preserving the environment	16
Revitalize our hamlets by undergrounding utility wires, replacing sidewalks, installing sewers, improving parking, maintaining architectural quality, etc.	10
Encourage cultural development - e.g. theaters, libraries, arts	3

APPENDIX D
Comment Responses

Town of Shandaken Comprehensive Plan

5/26/05

DRAFT Responses to Ulster County Planning Board Comments – Stantec

The following presents Stantec's responses to the comments transmitted by the Ulster County Planning Board, regarding the Draft Comprehensive Plan for the Town of Shandaken. Proposed modifications to the Draft Plan are also included for review and discussion at the May 11th Town Planning Board Meeting. The County comments are in *italics*.

It is important to note that modifications to the Draft Plan were made, based on input received at the Public Meeting on April 6, 2005, after the Draft Plan was transmitted to the County for review and comment. As such, the County comments were made from their review of this prior Draft. As noted below, some of their comments were already addressed in the current Draft version of Sections III and IV that you are reviewing.

Discussion

The Ulster County Planning Board would like to congratulate Shandaken for its continuing efforts to put a comprehensive plan in place for the community. While we recognize that these efforts have been difficult, in the end the comprehensive plans provide insight and vision beyond other types of land use tools. The comprehensive planning process allows communities to meet challenges, recognize opportunities and create a vision and an action plan that will bring them forward to where they want to be within the timeframe of the Plan. The process helps to illuminate differences and commonalities and provides a consensus approach that usually speaks to development patterns, economic development, affordable housing, and public facility needs, to name a few.

Shandaken is a community of unique environmental resources that play a critical role not only in its economy but also that of Ulster County. How to manage these resources and develop a sustainable community among them has been the focus of competing interests for decades. The Plan offers a glimpse of moving toward a partnership approach that seeks to bring these interests into discussion and eventually consensus. It also offers a true understanding that land planning efforts of the town need to recognize the regional, indeed national importance of the resources under its care.

The Plan contains within it many of the goal statements, guidelines, and action items that were part of the County Planning Board's review of the plan submitted to us in 2002. Examples can be found within the economic and development patterns section as well as part of the discussion on coordination. The Plan has also provided some additional mapping. It keeps the basic format of the original.

The Board is pleased to note that it finds no substantial conflicts with the County Land Use Plan or policies of the Board as stated in its other Plans and referrals.

The following comments should be viewed by all those who participated in the preparation of this plan and earlier versions, as the Ulster County Planning Board's desire to see the adoption of a comprehensive plan by the community and to begin the process of implementation. Toward that end we would ask that the community incorporate the proposed additions and changes below and adopt the Plan.

The Board has directed staff to extend an invitation to meet with the Town Board or committees of the community to discuss these comments as well as provide additional input to aid in the adoption of any final document. In addition, the Board stands ready to help the community implement many of the recommendations contained in the Plan and to provide assistance in forging working relationships with all the agencies and groups that are stakeholders in the outcome.

Stantec wishes to thank the Ulster County Planning Board for their valuable input to this process. The comments on the previous version of this plan were very helpful in guiding us as we entered this process. These new comments will also assist in bringing this long process to a successful conclusion. We too recognize the commitment of the Town of Shandaken to complete this valuable plan, despite the difficulties and long process.

Recommendation – Non-binding Comments

1. Regionalism/Partnerships

Many of the Plan Elements are influenced by factors and/or agencies that transcend the community's boundaries. The Plan recognizes some of these in its recommendations for coordination contained in several sections. We believe that the need to coordinate and collaborate as well as recognize and respond to outside forces has become such an imperative that it is appropriate to devote a section of the Plan to it. Opportunities abound to forge productive partnerships as well as explore change in proactive fashions. A section that discusses the need for these initiatives, as well as the potential within the spheres of concern would seem to give the remainder of the Plan a better context.

One of the challenges of developing plans is to determine the best structure for the plan documentation. We concur that there is a great need for regionalism, partnerships, education and community outreach and recognize the value in presenting these in separate goals and action items.

We proposed that one additional goal be included in Section III. Some of the objective items from the other four goals would be moved to this goal. The proposed language is:

E. Be proactive in establishing regional partnerships to address issues that transcend the Town boundaries

- Develop working relationships and a spirit of cooperation with involved state and federal agencies, and private organizations, to work towards common goals. Facilitate cooperative relationships with involved local, state and federal agencies, NYCDEP, and private organizations, to work together to address the often conflicting environmental and economic issues that face the Catskill region. *(moved from Goal A)*
- Work with area Chambers of Commerce or other economic development agencies/groups to develop regional economic incentive programs. *(new)*
- Work with NYSDOT, Ulster County, NYSDEC, NYCDEP and other agencies/groups to develop solutions to regional transportation, flooding, water supply and other infrastructure issues. *(new)*

We propose the following action items in Section IV:

E. Regionalism and Partnerships

- a. The Town should consider taking the lead in developing regional solutions for environmental and development goals. Develop a regional roundtable to work on the critical environment vs. development issues. **Priority:** *Long-Term (from Section IV.A.1.a. – remove).*
- b. Promote cooperation and coordination efforts between involved and overlapping agencies. In order to take advantage of the significant resources available to the community, develop partnerships of understanding and assistance, not only in decision-making but also in implementation of local projects, to protect or enhance the environment. Use the partnerships to assist in meeting community goals in an environmentally responsive way. **Priority:** *Short-Term (from Section IV.A.1.a. – remove).*
- c. Encourage cooperation with governmental and nongovernmental organizations to promote economic revival and to develop regional incentive programs to attract desired types of businesses. **Priority:** *Short-Term (from Section IV.B.1.a – remove 1st sentence, and Section IV.B.2.a – leave as-is)*
- d. Work with Ulster County, NYSDOT and other agencies/groups to identify regional multi-modal transportation solutions, including, but not limited to, trail network expansion, regional tourism rail and transit. **Priority:** *Long-Term (new)*
- e. Work with FEMA, other agencies and other Towns in the Catskill region to identify regional solutions to flooding issues. **Priority:** *Immediate (new)*

Responsible Parties:

*Town Board
Planning Board
Various Regional Organizations/Agencies*

2. Education and Outreach

Perhaps the least recognized components of what makes community planning work well are education and outreach. Here again, we would urge consideration of a section devoted to these topics. Education is important not only for decision-makers, but also as part of an on-going awareness program that incorporates neighborhoods, schools, and others. Outreach and participation to a great extent, influences not only how the planning process is perceived but also the acceptance of individual projects into neighborhoods. We recognize that several areas of the Plan speak to outreach to agencies and others but the real effort to gain acceptance is to encourage a continuing dialogue with the community and its neighborhoods that fosters an understanding of the issues from all sides and contributes to a “buy in” from a process standpoint. We will submit as an attachment language that has been used elsewhere as well as suggest that the Plan itself call for as an action item a continuing conversation with those that is affected as well as begin to consider an organizational structure that allow participation as the various action items in the Plan go through implementation. We do note that the preparation of the Plan itself exhibits a strong commitment to community involvement.

We proposed that one additional goal be included in Section III:

F. Develop community education and outreach programs to foster an understanding of key issues facing the Town and encourage public participation in developing effective solutions

- Develop a public education program to make people aware of key environmental, development, economic, housing, infrastructure and other issues in the Town (*moved from Goal A and expanded*).
- Develop effective means to communicate information and obtain input from the community. (*new*)
- Continue to provide ample opportunity for public involvement in all Town processes. (*new*)

We propose the following action items in Section IV:

F. Public Education and Outreach

- a. Form a committee to develop and implement a Public Education and Outreach plan. Define the methods, target audience and types of information to be transmitted. Ensure that sufficient means exist for all segments of the population to receive necessary information and provide input. **Priority: Immediate** (*new*)
- b. Enhance the Town web site to make it an effective tool for public education and outreach. Streamline the Town's regulatory, application and public input process to make it web-based, as well as its written form. Provide statistical and GIS-based graphical information about the town, its characteristics, its laws and regulations, and proposed plans and projects. **Priority: Immediate** (*new*)
- c. Use the planned Catskill Interpretive Center as a public education center. Consider web access points and streaming video to transmit critical information. Consider education programs in the schools to make students aware of critical issues and involving them in solving various problems in the Town. **Priority: Short-Term** (*new*)
- d. Develop a community leadership program that brings important stakeholders into the education and outreach and provides for a forum to discuss the need for a healthy housing mix as a community development tool. **Priority: Short-Term** (*new*)

Responsible Parties:

*Town Board
Planning Board*

3. Environment

The Plan correctly underscores the importance of the environment on the community's economy, quality-of-life and development patterns. It does so both from a constraints and opportunities perspective.

To ensure that these constraints and opportunities are recognized in the Plan's implementation, we suggest that the following be developed for this section:

- *Using the Plan's own inclusion of additional mapping and data gathering, articulate a commitment to the continued development of an environmental database and a means to use it as an action statement.*

- *Included here should also be a commitment to integrate the data and agency assistance as part of land use decisions and plan updates.*

We propose the following action item in Section IV.A.1:

- j. Continue the development of the GIS database, particularly with respect to environmental and land uses, for use in making future land use and planning decisions. **Priority:** *Immediate (new)*
- *We note and applaud the goal statement that speaks to a working relationship and spirit of cooperation with state, federal and private organizations. We would ask that this item be expanded to recognize the significant resources available to the community and the need to develop a partnership of understanding and assistance, not only in decision-making but also in implementation of local projects, to protect or enhance the environment (see comment above). An action item should also be considered, that, in addition several related to the regulatory side, speaks to a true working relationship that not only includes meeting regulations, but also challenges those involved, to assist in meeting community goals, such as stream bank protection, recreational access, community facilities, affordable housing, etc., in an environmentally responsive way.*

See response to Comment 1. above.

4. Economy

The economic sections of most comprehensive plans are usually heavily laden with statements that speak to tax rates and the need for “industrial sites.” Reading between the lines, we are pleased to see a Plan that looks back on its assets and builds its economic piece, not on a rate base, but on an environmental protection, quality-of-life and employment for community residents. We would ask that rather than have us “read between the lines” that a Goal Statement be added that indicates that it is the balance of environmental protection, quality-of-life and employment opportunities for community residents that will guide the decisions on economic development. This would help to support the remaining goal statements, guidelines and action items.

In Section III, Goal B, add the following as the 1st objective:

- Economic development decisions will be guided by the desire to achieve a balance between environmental protection, quality of life and employment opportunities for community residents.

5. Development Patterns

This is a wonderfully concise statement of what goes where. To some extent it misses the “why” and a reference to the environmental section would be helpful. A suggested goal would be:

- *“Establish a development pattern utilizing land use regulations, public investment strategies and other means that are consistent with environmental constraints and opportunities, balance the socio-economic needs of the community and respectful of existing or historical land use patterns.”*

Replace the 1st objective bullet in Section III.C. with the above suggested language.

One troubling goal is “development will be considered on a case by case basis subject to the necessary measures to protect the environment and meet the community needs.” The troubling aspect of this goal is that it reduces the discussion of a “patterns of development” to on of does it meet the environmental regulatory test while at the same time meeting a community’s need, or in other words, the potential for no pattern at all. We would argue that the suggested goal above is an appropriate replacement.

We concur. The objective has already been removed.

6. Housing

The County Planning Board is increasingly concerned about the growing disconnect between the cost of housing and the ability of local wage earners to afford a place to live. The community impacts associated with a gap in affordability are substantial. These include difficulty in attracting new businesses as well as labor availability for existing businesses. Transportation impacts associated with an increase in county to county commutation as families chase affordable housing or higher wages, difficulty for both young and old in establishing or maintaining residences within the county. In response, the Board has repeatedly asked for recognition of the affordability issue in comprehensive plans and the use of regulatory techniques that encourage a “healthy housing mix.”

We must note that of all the sections in the Plan, this is the weakest. Clearly the needs of the community extend beyond senior housing; and just as clearly there are multiple opportunities to meet these needs. We strongly urge that the revisions include the following:

- *Additions to the demographic section of the plan that recognize the dramatic changes that have occurred in the cost of housing in the town. (We have attached preliminary analysis from the Ulster County Housing Strategies Report.)*

On page II-1 and II-2, add the following introductory paragraph and bullets (a graph may also be added to illustrate the magnitude of the housing problem):

The census data indicates a growing disconnect between the cost of housing and the ability of local wage earners to afford a place to live. The community impacts associated with a gap in affordability are substantial. These include difficulty in attracting new businesses as well as labor availability for existing businesses. Transportation impacts associated with an increase in county-to-county commutation as families chase affordable housing or higher wages, difficulty for both young and old in establishing or maintaining residences within the county.

- Between the years 1998 and 2004, housing prices in Ulster County have nearly doubled. In the Town of Shandaken, the average prices have nearly tripled to \$210,000, increasing at a rate of 19.5% per year.
- Household income has only increased at a rate of 1.5% to 3% per year over that same period.
- In 2004, only 28% of the home sales were affordable to households with incomes at or below the Ulster County median, which was \$63,995.

- *Add goal statements that recognize that indicate providing a healthy housing mix is beneficial to the overall economic health of the community including; aiding local businesses in labor force attraction and retention as well as provide for additional revenues for businesses, providing construction jobs and associated material purchases some of which occur locally, and generation of critical mass to that allows for creation of service oriented businesses within the community that revitalizes the hamlets and reduces needed travel.*

Modify Section III.C.bullet 6:

- Housing opportunities for the full economic range of the Town's population should be encouraged in a form that is compatible with the scale and pattern of increased needs. Providing a healthy housing mix is beneficial to the overall economic health of the community including; aiding local businesses in labor force attraction and retention as well as provide for additional revenues for businesses, providing construction jobs and associated material purchases some of which occur locally, and generation of critical mass to that allows for creation of service oriented businesses within the community that revitalizes the hamlets and reduces needed travel.
- *Add guideline that speaks to the need to provide flexibility in design, density and unit type that meets the goal of a healthy housing mix.*

See action items below.

Under Action Items:

- *Develop a definition of affordable housing consistent with the needs of the community and connected to recognized standards and practices.*
- *Develop an assessment of housing needs to ensure that the community responds to its fair share of regional needs.*
- *Explore the “toolbox” of alternatives available to the community including incentives set asides, tax credits, etc., and incorporate into policy and regulatory documents those appropriate to the town’s needs and ability to implement.*
- *Develop a community leadership program that brings important stakeholders into the education and outreach and provides for a forum to discuss the need for a healthy housing mix as a community development tool.*

Add Action Item IV.C.4. – Provide Full Range of Housing Opportunities

Take out item IV.C.1.b., add the following Action Items under Section IV.C.4 instead:

- a. Develop a definition of affordable housing consistent with the needs of the community and connected to recognized standards and practices. **Priority: Immediate**
- b. Develop an assessment of housing needs to ensure that the community responds to its fair share of regional needs. **Priority: Immediate**

- A flood avoidance, mitigation and protection plan should be developed and implemented to minimize flood damage.

We propose the following modifications to Section IV.D.7.:

Locations that are most prone to flood damage should be identified. Effective methods to avoid and minimize flooding should be researched. Work with FEMA and other agencies to identify means to help avoid floods and minimize damage. Specific locations, methods and funding sources should be determined. **Priority: Immediate**

Responsible Parties: *Town Board*
 FEMA
 Army Corps of Engineers

8. Cell Towers

The section is entirely appropriate for a community concerned about cellular service from a public safety standpoint. We would ask, however, that references to towers be changed to references to wireless telecommunication facilities. It is not the lack of towers per se that causes the gaps in service, but rather the lack of wireless providers within the community. We also believe that the Plan should articulate its desires with regard to how service should be provided. From what we have learned, it would seem to be appropriate to speak to maximum coverage with minimal visual impact. Numerous guidelines and statutory responses are available for consideration by the community. We would ask for consideration of the guidelines in place at the Adirondack Park Agency regarding wireless facilities, which recognize the need, but provide for a substantial invisibility test for construction.

We already recognized this and made changes. All references to Cell Towers have been replaced with “Cell Phone Transmission Methods” or something similar.

9. Miscellaneous

We suggest corrections and additional information related to the demographic section and have attached the following:

- *Corrected information regarding the over 65 population in the Town*
- *Commutation patterns from the 2000 Census*
- *Housing data – Ulster County Housing Strategies Report (mentioned earlier)*

We have not yet received the attachments from Ulster County, but will update the sections as appropriate once the data is received.