

VILLAGE OF FLEISCHMANN'S COMPREHENSIVE PLAN

VILLAGE OF FLEISCHMANN'S, NEW YORK



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AERIAL PHOTOS

Planit Main Street, Inc.



VISION STATEMENT

“In our Vision for the Village of Fleischmanns in the future, our historic community character is preserved, business community revitalized and quality of life enhanced. In the coming years, we carefully manage development and redevelopment to *protect* the integrity of our village, its historic districts, Main Street business district, cultural & civic institutions, public parks, and our natural resources; *preserve* historic buildings, open space and the integrity of our historic residential neighborhoods; *enhance* the convenience of pedestrian access to services and facilities within our walkable community and employment opportunities for our residents; *provide* sustainable public infrastructure and services to meet growing community needs in a cost-effective manner; recreational opportunities for all age groups; and set quality design standards to ensure that new growth and redevelopment enriches our community aesthetics and is in harmony with the existing fabric of the Village of Fleischmanns.”

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EXECUTIVE SUMMARY

The Village Board formed a Comprehensive Plan Committee in November 2008 to lead the effort to prepare a new Comprehensive Plan for the Village of Fleischmanns, New York. The new Comprehensive Plan is intended to build upon recent planning efforts including 1) The Village of Fleischmanns' Downtown Assessment and 2) Strategy for Revitalizing Fleischmanns. Unlike the previous studies that focused on narrow segments of the community, the new Comprehensive Plan is intended to provide a broad vision of the community's future.

The new Comprehensive Plan forms the basis for future land use regulations and subsequent zoning or subdivision revisions that may be necessary to implement the recommendations contained within this Plan. It is also intended to help guide other Village policies related to recreation, open space preservation, housing, historic preservation and business development. This Plan is also intended to respond to challenges facing the Village today and during the next five to ten years.

Public participation in the development of the Plan was encouraged through a variety of public informational meetings, visioning sessions, public hearings and regular Committee meetings. Details of the public participation process and findings are included in Chapter 3.0 – Public Participation. Through public outreach and discussion, the Comprehensive Plan Committee developed a “Vision Statement” that follows.

Village of Fleischmanns, New York

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The Committee created specific future land use policies intended to achieve the broad goal of preserving the character of the Village including its traditional neighborhoods, Main Street, historic districts and overall quality of life. These policies are discussed in the context of specific goals and recommendations that are discussed in greater detail below. The process of implementing these goals is discussed in Chapter 12 – Implementation.



Above (top to bottom): Skene Memorial Library circa 1901; Victorian home on Wagner Avenue within Fleischmanns' Historic District known as "Weeping Willow" circa late 1800's; and view of Fleischmanns' Village Hall. The Village of Fleischmanns has a rich history that is reflected in its historic building stock and institutional buildings.

1.0 INTRODUCTION

The Village of Fleischmanns was incorporated in 1913 when the community was a bustling summer resort destination along the Ulster & Delaware Railroad. Since the 1950's, it has - like many Catskill communities - experienced a steady decline in its summer tourism industry and with it losses in other business activities. Fleischmanns' has struggled to redefine itself as a four seasons resort but is still experiencing general disinvestment, vacancies in commercial buildings and inappropriate infill development that may make it less appealing to tourists.

In the face of these issues, the Village Board decided the time had come to create a Comprehensive Plan. In November 2008, the Board retained the services of Planit Main Street, Inc. to work with a Committee to lead the effort in creating a new Plan with policies to guide future land use decisions and to stimulate appropriate reinvestment within the community.

This Comprehensive Plan was prepared in accordance with NYS Village Law, §7-722(2)(a) that states the plan will "identify the goals and objectives, principals, guidelines, policies, standards, devices, and instruments for the immediate and long-range protection, enhancement, growth and development of the Village." While the creation of a Comprehensive Plan is not required, once one is adopted, all subsequent land use regulations must be in accordance with a community's adopted Plan.

This Comprehensive Plan will help to guide land use policies within the Village. Three distinct phases were involved in the development of the Comprehensive Plan: 1) preparation of baseline data including population, housing, natural resources, community facilities, open space, and infrastructure, etc., 2) identification of issues facing Fleischmanns based upon baseline data, a review of existing land use regulations, monthly Comprehensive Plan Committee meetings, along with public input, and 3) the creation of broad goals, objectives and policies. An analysis of baseline conditions along with public input was used to identify a list of challenges facing the Village. These include:

- Filling vacant store space Downtown;
- Getting the Fleischmanns Theatre up and running year-round;
- Seasonal nature of tourism industry that makes it difficult to sustain year-round businesses - expanding tourism season;
- Capturing greater share of Belleayre Ski center Tourists to Fleischmanns;
- Guiding infill development in a manner that enhances community character;
- Ensuring that new land uses are compatible with existing land uses;
- Sustaining a vibrant year-round business community and tax base;
- Securing high-speed telecommunications infrastructure to serve growing needs;
- Attracting niche industries to create jobs and expand the tax base; and



Above (top to bottom): Wilber National Bank circa 1911; Purple Mountain Press; and the Fleischmanns Theatre circa 1930. Each of these establishments is an important anchor to the Main Street business district. The historic architecture of each building is significant in that helps to define the uniqueness of the Village of Fleischmanns.

1.1 Purpose of the Plan

This Comprehensive Plan is meant to build upon the *2002 Downtown Assessment* and *2007 Strategy for Revitalizing Fleischmanns, NY* and is intended to guide the Village's growth and reinvestment for the next 5 to 10 years. The Comprehensive Plan serves as the Village's official policy document, providing a general set of planning principals relating to land use; natural and historic resources; housing, economic development, downtown revitalization and other related issues. The purpose of the Plan is to realize the community's vision for the future and to guide growth in a manner that fosters orderly, coordinated and beneficial development. It should also be periodically reviewed and updated to ensure that it continues to reflect the long-range goals of the community.

1.2 Implementation

In order for this Comprehensive Plan to be effective, the Village of Fleischmanns must actively apply the policies that are contained within this Plan. Furthermore, its Planning Board and Zoning Board of Appeals must use the Plan as a framework to guide their decisions with respect to the review of development proposals. Certain recommendations contained herein will require the subsequent action of the Village Board in order to enact recommended revisions to the Zoning Code and other land use regulations such as the Village's sign regulations or subdivision regulations and/or the creation of design guidelines for commercial development.

Other actions such as the preservation of historic resources, downtown revitalization, the development of linear parks, or extending the *Delaware & Ulster (D&U)* tourism train to Fleischmanns will require the collaboration of Village, Town, County, State and not-for-profit entities. These actions are outlined in Chapter 12 – Plan Implementation of this Plan along with the party responsible for taking a leadership role in the implementation of the policy or program.

Each member of the Village Board, Planning Board and Zoning Board of Appeals should have a copy of this Comprehensive Plan. The Village Board may want to appoint a Comprehensive Plan subcommittee to spend time each month reviewing progress on the implementation of this Comprehensive Plan and coordinating efforts with other entities where necessary.

Fleischmanns' residents, historic neighborhoods, civic institutions, parkland, business community and community events define its rich sense of history and its unique sense of place today. Residents have expressed a desire to encourage new investment that respects this history as the community plans for the future.

Having an understanding and appreciation for our past is the first step in planning for a future that respects it. In Chapter 2 – Historic & Regional Context a brief summary of the Village's history and its relationship to the surrounding region is provided to help set the stage as we plan for Fleischmanns' future.

VISION STATEMENT

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Comp Plan Committee

CHAPTER 2.0 - HISTORIC & REGIONAL CONTEXT

During the *Early Republic Era (1784-1825)*, Europeans of German, English, Dutch and Irish decent settled the area around present-day Fleischmanns. Early settlers made their way to the area in wagons drawn by horses or oxen along trails that followed river valleys such as the East Branch of the Delaware River and/or the Esopus Creek. Early industries included forestry and tanneries but as the settlers slowly cleared the forest, the timber industry slowly gave way to agriculture.

During this era, Gen. Henry Armstrong owned the entire area on which Fleischmann's is situated today. He initially leased the land to settlers who worked in nearby tanneries or to tenant farmers who cleared forestlands in order to work the land for agricultural purposes. As time went on, the early settlers purchased the land they leased leading the way to permanent settlements.

One of the first significant transportation improvements that opened up settlement to the Fleischmanns' area was the construction of the *Ulster & Delaware Turnpike* that was chartered by the New York State Legislature in 1802. The Turnpike ran from Town of Salisbury in the State of Connecticut to the Susquehanna River near the Town of Jericho in New York (present-day Bainbridge). It ran from Kingston to Andes along the route of present-day NYS Route 28.

The turnpike provided a more direct travel route and better road to move goods and people more effectively. Many families from Connecticut traveled the turnpike to settle in the Catskills. The turnpike also played an important role in economic development since it spurred growth in blacksmith shops, stores, taverns and inns that provided services to the traveling public.

The Romantic Era (1826-1865)

This era is defined as the conflict between the political interests in New York City and those interests of the agricultural community in upstate. It was during this era that agriculture became a significant industry in the Catskills. As the agricultural community grew, so too did hamlet centers to serve the growing population. In the 1830's, a prominent lawyer and businessman - Matthew Griffin - settled the hamlet of Griffin's Corners - situated on the east end of present-day Fleischmanns'.

From the 1830's through the 1850's, Griffin's Corners grew at a modest rate. It became an important business, civic and cultural center for the growing agricultural community while providing goods and services to those traveling the Ulster & Delaware Turnpike. In 1851, the Griffin's Corners Post Office was established.

Predominant housing styles of this era include Greek Revival, Gothic Revival and Italianate styles. These architectural styles are still evident throughout the Village of Fleischmanns today.



Above (top to bottom): One of the oldest mercantile structures within Fleischmann's dating to the early 1830's; the portion of the Valkyrian Motel shown above dates back to the 1830's - making it one of the oldest buildings in the Village.



Griffin's Corners Station

Following the Civil War, the nation went through a period of industrialization and with it came the predominance of the railroad as the primary transportation mode for industry and passengers. In 1870, the first rail service arrived to the Griffin's Corner Station via the *Roundout & Owego* railroad that was being constructed to run from Kingston to Oneonta, New York.

Later renamed the *Ulster & Delaware* - service from Kingston to Stamford was completed in 1872. The construction of the railroad ensured Griffin's Corners' place as a center for commerce for the surrounding region. The *Ulster & Delaware* opened up the opportunity for area dairy farmers to ship their milk to New York City. More importantly, it spurred significant growth in the tourism industry as city dwellers sought refuge in the Catskills from the sweltering summer heat in New York City. Many farmers soon opened guesthouses to accommodate city residents during the summer.

Village of Fleischmanns, New York

This trend would soon give rise to the Golden Age of the Western Catskills Resort industry. "When the *Ulster & Delaware* was completed in 1872 there were only two hotels in the Catskill Mountains which could accommodate 300 or more persons: the Catskill Mountain House and the Overlook Mountain House. By 1884 there were no large hotels in Griffin's Corners, but 600 tourists could find lodgings in the boarding houses close by. The train station was a mile west of Town, and around it grew the town of Fleischmanns, to which the U&D Station was changed in 1891" [Gerald M. Best - *The Ulster & Delaware - Railroad Through the Catskills*; Golden West Books, San Marino, California: 1972].

One of those attracted to the area was Ohio Sen. Charles F. Fleischmann, manufacturer of Fleischmanns' yeast and whiskey. He soon built a summer estate for his family on land he purchased overlooking Griffin's Corners. Their presence attracted many other city residents to build beautiful summer homes in the community - such as those homes in the photos to the right.



Fleischmanns' & Blier Estate, Looking West.



Above (top to bottom): Victorian home on Main Street circa 1900; The Skene Memorial Library circa 1901 (named for Dr. Alexander Skene) that is on the New York State and National Register of Historic Places; and The Bishop House circa 1902 - a Victorian guest house that originally welcomed quests as the Runaway Inn.

The presence of the Fleischmann family - coupled with the rail service provided by the *Ulster & Delaware* - stimulated significant interest in Griffin's Corner as a summer resort destination. Within a matter of a few years, Griffin's Corners became a premiere summer resort and second home destination for the elite of New York City and the growing middle class.

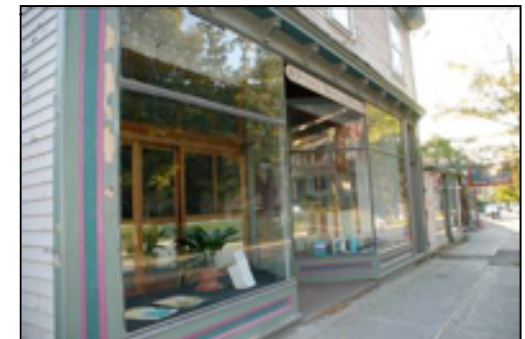
"So tremendous was the growth around the Griffin's Corner that in 1910 there were 18 hotels having a capacity of more than 100 guests and total number of 4,200 beds were available near this one station" [Gerald M. Best - *The Ulster & Delaware - Railroad Through the Catskills*; Golden West Books, San Marino, California: 1972]. It was during this era, those prominent hotels such as the *Fleischmann's Hotel*, *Hotel Rosedale*, *Mountain Lodge*, *Hotel Switzerland*, *St. Regis Hotel*, *Takanassee* and numerous other resorts and inns were constructed. So too were many prominent residences such as the *Bishop House*, *Weeping Willow* and *Whitehall*. At the peak of Fleischmanns' Golden Age there were thirty-seven (37) hotels within the community.

It was also during this time that many prominent civic buildings were constructed such as the Fleischmanns Community Church (circa 1885); Skene Memorial Library (circa 1901); and B'nai Israel Congregation Synagogue (circa 1920). Many of the Italianate commercial buildings along Main Street were also constructed during this time including the Wilber National Bank that was built in 1913.

By the late 1880's, a new hamlet center had emerged on the west end of the community [e.g. west of Bridge Street]. By 1888, a separate Fleischmanns' Post Office was established to serve the west end of the community. By the early 1890's Griffin's Corners and the west end grew into one community. There were civic and recreational facilities in both areas of the town that served all its residents. Soon there was growing interest in merging Griffin's Corners and the west end into one incorporated village.

In 1913, the Fleischmann family spent their last summer in Griffin's Corners. One of the last acts of the family was to donate their private *Mountain Athletic Club Grounds* (baseball and other athletic fields) on Wagner Avenue to the community. When forming the incorporated Village - the founding fathers chose to change the name of the community from Griffin's Corners to Fleischmanns in honor of the Fleischmann family's generosity to the community. The Village of Fleischmanns was formally incorporated in 1913.

Even with the departure of the Fleischmann family, the community maintained its place as a major summer resort destination in the Catskills. Recreational facilities such as the Mountain Athletic Club Grounds and Lake Switzerland (constructed in 1907 to complement the Hotel Switzerland) provided first-rate recreational amenities that served local residents and visitors. Tourism continued to be Fleischmanns' major industry for years to come.



Above (top to bottom): Wilber National Bank (circa 1913); Purple Mountain Press retail building and Purple Mountain Press headquarters building circa 1890's. The historic building stock within Fleischmanns' Main Street business district helps to define its unique sense of place and its rich sense of history.

Modern Era (1921-1944)

The Modern Era was a period of time that marked the growing dominance of the automobile and gradual decline of the railroad as the primary form of passenger transportation. Improvements to State highways during this period of time ensured that the Village continued to have excellent transportation access to the surrounding region. The former Ulster & Delaware Turnpike became State Highway Route 28 - linking the Village of Fleischmanns to the City's of Kingston and Oneonta.

During this time period, Fleischmanns remained a major summer resort destination but the growing dominance of the automobile, access to air travel, decline of passenger rail service and changing attitudes toward vacationing slowly undermined its resort industry.

Post WWII Era (1945-present)

Fleischmanns' popularity as a resort area peaked in the 1940s. Following WWII, Americans embraced the freedom of automobile and air travel that made it possible for them to see the country by car or to reach exotic destinations. No longer dependant on passenger rail to reach their vacation destination, they began to seek other places to visit. Soon the resort community that once had 4,200 hotel beds found it difficult to compete with other tourist destinations or to adapt to changing consumer preferences. As a result, tourism visitation dropped dramatically.

As a result, it became increasingly difficult to operate and maintain these large hotels. In 1949, *Belleayre Mountain* [located 1 ½ mile east of Fleischmanns] installed its first ski lifts. This made the ski hill more attractive to skiers from the metropolitan New York area and opened up the opportunity to expand the tourism season into the winter months. While this helped to extend the tourism season, the visitation at that time was not enough to save the large hotels. Making matters worse, the *Ulster & Delaware* ceased all passenger service on March 31, 1954.

Slowly, one-by-one, the former grand hotels were abandoned while smaller motor courts (motels) - designed to meet the needs of motorists - took their place. Ironically, the new motor courts on Main Street were soon impacted by the 1956 realignment of NYS Route 28 that made it possible for motorists to bypass Fleischmanns altogether. Over time, many of the once-grand hotels were lost to neglect or fire. Only a few of these remain and ethnic groups - who still vacation in the Catskills during the summer season - own many of these.



Above (top to bottom): The Valkyrian Motel (portions of which date back to the 1830's) and Delaware Court Motel typify the types of accommodations that were developed during the 1950's and 1960's to serve tourist who increasingly relied upon the automobile as their primary mode of transportation. While originally designed to accommodate the motoring public year-round, many of the motels in Fleischmanns now accommodate members of the Jewish community who spend their summers in the Catskills.

For example, the St. Regis Hotel is now the Oppenheimer's Regis Hotel that is the summer home for members of a Jewish community from the metropolitan New York Area - continuing a long tradition of Jewish residents coming to the Catskills for the summer season.



Since the 1960's, Fleischmanns' population has declined from 450 residents to 328 residents today. Since 1990, the year-round population has grown increasingly diverse. In 1990, fewer than 1% of its population was of Hispanic Origin - today the Hispanic population accounts for nearly 20% of the Fleischmanns' population.

For every season there is a turn. Village residents' can look fondly upon the past and learn from it as they plan ahead for the future of the community. The Golden Age of the resort industry has provided the community with many assets in the way of its civic, cultural and historic buildings - along with recreational facilities that define Fleischmanns' unique sense of place.

Village of Fleischmanns, New York

The protection of these historic, cultural and recreational resources, coupled with the revitalization of the Main Street business district, could lead the way to a new era of tourism based upon the community's heritage and interconnection with regional recreational resources such as *Belleayre Mountain* and surrounding hiking trails.

During the ski season, Belleayre attracts a reported 175,000 skiers and riders from over the world. Attracting a small percentage of these visitors to stay and shop in Fleischmanns (e.g making it the *base camp* for Belleayre visitors) would help to stimulate the economy.

However, to realize this potential, care must be taken to encourage infill development that complements rather than detracts from the historic character of the community. The business community must also offer the type of accommodations and services that consumers want. Doing so will enable the community to entice more visitors off of the NYS Route 28 bypass and into the Village. Fleischmann's has a wonderful opportunity to reposition itself to capture a larger segment of the growing cultural, historic and recreational tourism industry and become a tourism destination for all seasons.

Having an understanding of Fleischmanns' history is important as we plan for its future. Chapter 3.0 – Public Participation, which follows, provides an overview of public input received during the public participation process.



Above (top to bottom): The Highlands Inn circa 1890's has operated as an inn for over a hundred years. Its previous names include Highland Fling, Meinstein Lodge and the Lasher Brother Boarding House. Wrought iron fence along Main Street's residential section; Whitehall circa late 1800's located within Fleischmanns' Historic District.

CHAPTER 3.0 – PUBLIC PARTICIPATION

The Village Board appointed a seven (7) member Comprehensive Plan Committee in November of 2008 to guide the development of the Village's new Comprehensive Plan. In March 2009, a Comprehensive Plan webpage was established at www.planitmainstreet.com/Fleischmanns.html to provide residents with an overview of this process of developing the new Comprehensive Plan. The Committee met monthly throughout the process and all the meetings were open to the public. A summary of the meeting dates is as follows.

December 16, 2008; January 22; February 26; March 7, May 9, 2009 (*Visioning Session*); June 25; July 23; August 27; September 24; October 22 (*Public Hearing*); November 7 (meeting with Fleischmanns First); November 19; and December 14, 2009 (*Public Hearing*).

On May 9, 2009, the Committee held its first public Visioning Session at the Skene Memorial Library. During the Visioning Session, an explanation was provided to local residents as to the purpose of preparing a new Comprehensive Plan and its relationship to other land use regulations. The Visioning Session also included a Community Character Survey™ and an Strengths, Weaknesses, Opportunities & Threats (SWOT) exercise conducted by Planit Main Street, Inc. A summary of the Visioning Session is provided in Section 3.2 of this Public Participation Chapter.

The Committee meetings provided an opportunity for the members to discuss and reach consensus on a variety of issues. In March of 2009, an existing land-use map and zoning map were created. In April of 2009, an open space map was created along with a series of maps showing environmental constraints. The Committee used the information contained in the existing land-use, open space and environmental constraint maps to help them focus on areas within Fleischmanns where development should be guided to in the future. This allowed the Committee to develop more detailed policies for specific areas of the Village including along the Emory Brook and within the Main Street business district. These are described in greater detail in Chapter 11.0 – Land Use and Zoning under the heading of “*Precise Plans.*”

A summary of the SWOT exercise along with the Community Character Survey follows - including a detailed analysis of each.

3.1 Strengths, Weaknesses, Opportunities & Threats (SWOT)

During the May 9, 2009 Visioning Session at the Skene Memorial Library, sixteen (16) residents participated in an SWOT exercise conducted by Planit Main Street, Inc. During the exercise, residents were first asked to describe Fleischmanns' strengths, its weaknesses, what they felt were opportunities and threats. The individual responses were recorded that evening and later grouped into specific topic areas.

“IT IS WITHIN OUR POWER TO CREATE PLACES WORTHY OF OUR AFFECTION.”

James Howard Kunstler
Geography of Nowhere



Above: Fleischmanns' Community Church circa 1885, was originally built as a Methodist Church. In addition to being one of the prominent institutional buildings on Main Street, the church also hosts a variety of community events and cultural programs.

Understanding resident perceptions of their community's strengths is an important step in defining a vision for its future.

3.1.1 Strengths

Strengths are those things that a community does well or aspects that are appealing. While specific strengths varied, they could be generally grouped into several broad categories. The analysis of each is provided in the discussion below:

1. Aesthetics. Participants spoke of the Village's historic buildings, public park, Emory Brook and surrounding countryside as aesthetically pleasing aspects of their community. They also cited the Village's civic buildings such as the Skene Memorial Library and its bed & breakfast establishments as aesthetically pleasing aspects of the community.

2. Community Services. Village residents cited the availability of various community services as an important strength. Examples include its churches & synagogues, Post Office, Skene Memorial Library and The Greater Fleischmanns Museum of Memories.

3. Character of the Village. Those aspects of the Village's Character that residents cited as strengths include its pedestrian walkability, family values, sense of security, its historic districts and neighborhoods. The sense of community was another important factor that helped to define the character of the Village.

4. Local Businesses. Residents cited the central business district as an important strength of the Village - although they raised concerns with respect to the high percentage of vacancies. The Wilber National Bank, The Tinder Box and Art Etcetera were cited as strengths. Participants also spoke highly of Fleischmanns' bed & breakfast establishments including the Highlands Inn, River Run and Breezy Hill Inn. Finally, they mentioned the Fleischmanns Theatre as an important strength in the community - although pointing out the need to increase the utilization of the facility.

5. Recreation Facilities. The Village's setting along the Emory Brook, its parks, community swimming pool and swimming holes were all cited as strengths of the community. The Village's Mountain Athletic Club Grounds with its baseball field, tennis courts, and basketball courts and community-swimming hole were specifically mentioned as community strengths. Residents also cited the proximity to Belleayre Mountain with its winter skiing, educational programs and Summer Music Series as strengths. Proximity to regional hiking trails was another strength of Fleischmanns' that enhanced it as a place to live and to visit.

6. Land-use Regulations. The Village has one historic district along Wagner Avenue. Residents spoke of this district as important strengths of the community - but acknowledge more must be done to retain the integrity of the buildings within the historic district.



Above (top to bottom): Victorian home on Main Street, circa 1900; The Mountain Athletic Club Grounds that was built by the Fleischmanns' family and dedicated to the Village in 1913; and B'nai Israel Congregation Synagogue circa 1920 that was placed on the National Register of Historic Place in 2003.

7. Natural Resources. With a population density of 525 persons per square mile, the Village of Fleischmanns is relatively densely developed. Participants described the natural setting of Fleischmanns' as an important strength of the community. The Village straddles the Emery Brook and is situated in the valley floor that is nestled by the surrounding Catskills Mountains. Fleischmanns is also located at the western foot of Belleayre Mountain. These natural resources provide an abundance of outdoor recreational opportunities for local residents and are an important visitor attraction. Resident's also described their community swimming holes along the Emory Brook as a strength of the community.

8. Transportation & Telecommunications. Fleischmanns' pedestrian orientation along with its proximity to regional hiking and biking trails were the transportation strengths cited by local residents during the SWOT exercise. Another strength that was cited was the availability of high-speed internet service and cable television via Roadrunner service.

9. Water & Sewer Infrastructure. Residents spoke of the availability of water and sewer infrastructure as a important community strength - especially given the Village's proximity within the New York City Watershed. The availability of water & sewer infrastructure with excess capacity provides an opportunity for the community to accommodate growth for a period of time without the need to expand such services.

3.1.2 Weaknesses

Residents were also asked what they saw as their community's weaknesses, or expressed another way, things they could do better. A summary of the weaknesses identified by local residents is summarized below.

1. Aesthetics. Participants talked about the need to improve the gateways leading into the Village - especially the East End. Residents were generally dissatisfied with property maintenance and cited Code Enforcement as one thing the community could do better. Residents also cited absentee ownership of housing as contributing to property neglect.

2. Community Facilities. There was a general sense that more off-street parking spaces were needed - especially within the Main Street business district. While residents see the Fleischmanns' Theatre as strength - they see its infrequent use as a weakness. Residents also spoke of the need to improve certain segments of the sidewalk system.

3. Character of the Village. While residents supported the Village's historic districts they pointed out that a weakness of the districts was the lack of any meaningful regulation of the historic districts or what people did with their historic properties. Participants indicated a need for design guidelines to help ensure that renovations to historic properties were done in a manner that strengthens the historic district.

“RESIDENTS CITED THE GREATER FLEISCHMANNS MUSEUM OF MEMORIES AS AN IMPORTANT COMMUNITY STRENGTH THAT HELPS TO DEFINE ITS SMALL-TOWN CHARACTER.”

Visioning Session



Above: The Greater Fleischmanns Museum of Memories circa mid 1800's.

4. Main Street Business District. Providing parking for Main Street businesses and maintaining a vibrant business community were areas where the community could do a better job. Resident's spoke of the need to attract businesses to fill vacant storefronts. The seasonal nature of motel rentals is also a weakness.

5. Recreation Facilities. Several residents spoke of the need for the Village to coordinate with the State and County to link public parks and open spaces. Providing linear parks to connect these facilities was a challenge cited by residents, but one that should be overcome.

6. Transportation. The greatest weakness that was cited with respect to transportation was the lack of adequate off-street parking for Main Street businesses. Residents also spoke of the need to calm traffic flow in order to make it safer for pedestrians. Participants suggested that pedestrian crosswalks be installed along Main Street. A pedestrian bridge over the Emery Brook to the Mountain Athletic Club Grounds was also recommended. The maintenance of the existing sidewalk system was cited as an area where the community must do better in order to improve the pedestrian circulation system.

7. Water & Sewer. The high cost of operating & maintaining Fleischmanns' water & sewer systems was cited as a weakness. This is likely due to the inability of the Village to attract new commercial customers that would use the water and sewer infrastructure.

3.1.3 Opportunities

Residents were also asked what they saw as opportunities for the community, or expressed another way, things they could do to make the community a better place to live and visit. A summary of the opportunities identified by local residents is summarized below.

1. Aesthetics. Participants suggested that there was an opportunity to improve community aesthetics through the creation of a community gardens program coupled with a street tree-planting program. Residents pointed out that the lack of street trees along Main Street provided an opportunity to improve community aesthetics through the planting of street trees.

2. Community Facilities. The Fleischmanns Theatre was cited as providing an opportunity to create a multi-purpose community center to anchor the Main Street business district. Residents also spoke of opportunities to connect Fleischmanns to regional hiking trails, bike routes and Belleayre Mountain Ski Center.

3. Character of the Village. Residents spoke of the opportunity of preserving the integrity of its historic district through the creation of design guidelines and by helping owners to find funding to renovate their historic houses. Participants also suggested there is an opportunity to construct a pedestrian bridge across the Emery Brook to improve walkability between downtown and park.

“RESIDENTS SPOKE OF THE OPPORTUNITY TO IMPROVE THE STREETSCAPE THROUGH THE PLANTING OF STREET TREES.”

“GREAT STREETS DO NOT JUST HAPPEN. OVERWHELMINGLY, THE BEST STREETS DERIVE FROM A CONSCIOUS ACT OF CONCEPTION AND CREATION OF THE STREET AS A WHOLE. THE HANDS OF DECISION MAKERS ARE VISIBLE.”

ALLAN B. JACOBS

4. Main Street Business District. Residents spoke of the desire and need for additional services within the Village such as a cafe, shops and a pharmacy. This need could provide an opportunity for entrepreneurs to open new businesses on Main Street. The availability of grants through the New York Main Street program is seen as an opportunity to stimulate new investment. Encouraging living-over-the-store dwellings to fill vacant upper floor space was also cited as an opportunity for Main Street.

5. Recreation Facilities. Several residents spoke of opportunity to create better linkages between Fleischmanns and Belleayre Mountain Ski Center along with better connections to bike routes and hiking trails. Looking long-term, residents spoke of the desire to restore the Lake Switzerland Dam so that the lake could again be a tourism resource for the community while possibly generating hydro-electricity.

6. Transportation. There are a variety of opportunities to improve linkages to regional transportation systems that include, bike routes, hiking trails, highways and tourism-related rail service. Residents suggested that the tourism trail in Andes could someday be extended to the Fleischmanns Station. The vacant lots along Main Street provide an opportunity to expand off-street parking for Downtown merchants.

7. Water & Sewer. The excess capacity in of water & sewer system could be used to attract businesses that need such services.

3.1.4 Threats

Residents were also asked what they saw as threats facing the community, or expressed another way, things that might undermine the community's goals to improve their quality of life and business climate. A summary of the threats identified by local residents is summarized below.

1. Aesthetics. The lack of code enforcement and the presence of junkyards in the heart of the Village where seen as two of the greatest threats to the community's aesthetics. Another threat was the significant disinvestment in absentee landlord buildings - residential and commercial.

2. Community Facilities. Threats to community facilities include a declining population base and corresponding tax base to maintain and support such facilities. Facilities such as the Fleischmanns Theater are threatened by infrequency of use and benign neglect.

3. Character of the Village. Residents spoke of the challenge of preserving the community's character as buildings or houses are renovated or infill buildings are constructed. Potential threats include renovations that do not respect the original architecture of historic structures and/or the construction of new structures that detract from the historic fabric of the community - such as the placement of self-storage units surrounded by a chain link fence across from the Skene Memorial Library.

“RESIDENTS SPOKE OF THE OPPORTUNITY TO CREATE LINKAGES BETWEEN FLEISCHMANNS AND BELLEAYRE MOUNTAIN SKI CENTER ALONG WITH BETTER CONNECTIONS TO HIKING TRAILS AND BIKE ROUTES.”

4. Main Street Business District. High vacancy rates, absentee landlords, lack of off-street parking, and a general sense of disinvestment are all threats to the future of the Main Street business district. Resident's spoke of the need to attract businesses that complemented the Village's character.

5. Recreation Facilities. The Village has very nice recreational facilities such as the Mountain Athletic Club Grounds and community swimming pool that enhance the quality of life for Village residents. Continued erosion of the tax base could threaten the ability of the Village to properly maintain these facilities in the future.

6. Residential Neighborhoods. The seasonal nature of home ownership coupled with the conversion of single-family houses to multi-family dwellings (with four or more units) threatens to erode the integrity of the Village's historic districts and its single-family neighborhoods. Residents also cited the lack of code enforcement in residential areas as a threat to the vitality of residential neighborhoods. Another concern that was mentioned was the encroachment of non-residential land uses in residential areas that adversely affect residential property values. The large percentage of vacant housing units in the Village is also a threat to residential neighborhoods.

7. Water & Sewer. The inability to attract new residents or businesses to help off-set the cost of operating & maintaining the system.

3.2 Community Character Survey™

During the May 9, 2009 public forum, 16 residents participated in a Community Character Survey. The Community Character Survey (CCS) is a planning instrument that was developed by Planit Main Street, Inc. to ascertain residents' preferences for various aspects of the community. We begin with the premise that there are common attributes of development that people find visually appealing or not.

To determine resident preferences, participants were shown a variety of images that suggest different aspects of community character. The first set of images related to commercial and/or industrial development. The second set of images related to residential development and the third set of images focused on the landscape. Residents were asked to rate each of these images on a scale of -5 to +5 (negative vs. positive) on the survey forms.

All of the images that are included in the Community Character Survey™ are carefully chosen to reflect both the best and worst attributes of development and the landscape. In an ideal world, good design would simply happen. In reality, it is more often shaped by developer preferences within a framework of community land-use tools that help to ensure good design. The photos of commercial and industrial development within the CCS included shopping centers, office buildings, stand-alone commercial buildings, and downtown buildings.

“RESIDENTS' CITED THE LACK OF CODE ENFORCEMENT IN RESIDENTIAL AREAS AS A THREAT TO THE VITALITY OF RESIDENTIAL NEIGHBORHOODS.”



Above: An example of the types of code enforcement issues that threaten residential neighborhoods including poor property maintenance; storage junk out-of-doors, etc.

The images of residential development included single-family houses on small lots, large houses on large lots, townhouses, village streetscapes, and suburban residential development. Those images that most represented what participants would like to see in their community, or what they found to be visually appealing, were given a positive rating. Those images that reflected things they did not want to see in their community, or that they found visually unappealing, were given a negative rating.

A total of 16 residents participated in the Community Character Survey. An analysis of the survey responses is provided below along with a discussion of some of the land use decisions that likely affected the character of development that was represented in the photo. The Community Character Survey revealed strong and consistent preferences among participants. These results give us solid insights into the community's values regarding design and future land-use development. An interpretation of those values is provided below.

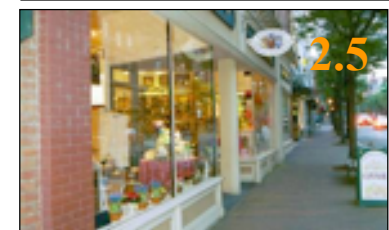
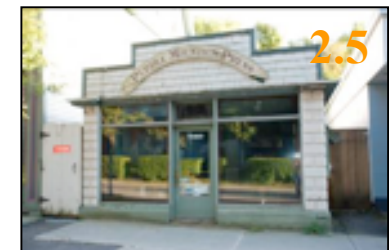
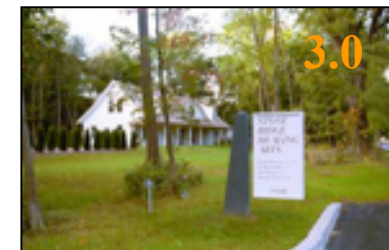
Highly rated attributes of commercial and industrial uses.

- Locally established businesses;
- Buildings with quality design;
- Signage that complemented the architectural design of buildings;
- Properties that were neat and well-maintained.

Five Highest-Rated Commercial Images

The *Skene Memorial Library* received a weighted average of +3.8 overall based upon participant responses to the Community Character Survey™. What are some of the factors that contribute to the appeal of this building? Positive attributes include the architecture of the building, proper maintenance and setting with the front porch and lawn. The second highest rated photo is simply the view of an alleyway leading from an off-street parking area to Main Street-Warwick, NY. The alleyway, second photo from top, uses simple signage, accent lighting and hanging baskets to create an inviting environment. The third highest rated photo - Stone Ridge Healing Arts - is an infill building constructed in 2006. The architecture of the building, setting on the lot and signage are all factors that contribute to the positive rating.

The *Purple Mountain Press* in Fleischmanns and Conner's Merchantile building in Corning, NY each received a weighted average of +2.5. Factors that contribute to their overall positive rating include neat appearance, articulation of the façade with recesses and projections, large display windows, and signage that complements the architecture of the building. The pedestrian environments are well-defined (such as the store entrance and sidewalks) in this photo. The positive attributes that define the other images that received a positive rating relate to signs, landscaping, building placement and retaining the historic character of each building.



Above: Highest-rated images.

Attributes of lowest-rated commercial and industrial images.

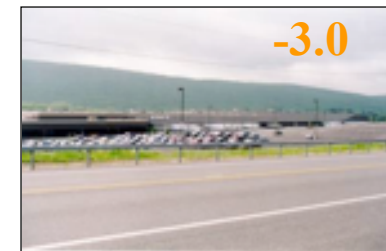
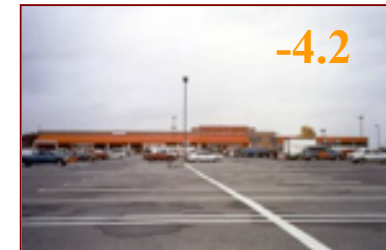
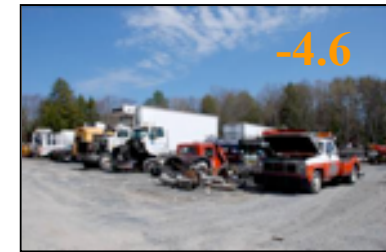
- Poorly-maintained commercial properties;
- Commercial buildings with little architectural design;
- Off-premises advertising signs or billboards that detract from the natural environment due to their placement and/or poor maintenance;
- Corridors where signs are not uniform and/or excessive in size resulting in visual clutter along the streetscape;
- Commercial sites where parking lots are not screened from the public right-of-way with landscaping;
- Commercial properties without any landscaping;
- Large big-box buildings with large expanses of off-street parking;
- Commercial strip-retail corridors;
- Commercial buildings that were out of character with surrounding buildings in terms of building materials, placement, and/or design (e.g. self-storage units next to silo and barn);
- Junkyards, and
- Commercial corridors without street trees or landscape median between the public sidewalks and the vehicular right-of-way.

Five Lowest-Rated Commercial Images

The lowest-rated commercial image (with a weighted average score of -4.6) shows a junkyard. The negative rating likely reflects respondents' dislike for this type of use in the Village. The second lowest-rate image is a big-box store that is surrounded by a sea of asphalt with little in the way of landscaping. The size of this structure and lack of landscaping create a stark grey landscape that is visually unappealing.

The third image shows self-storage units - comparable to the storage units on Main Street. The design of the units does not complement the adjacent silo and barn - just as the units in Downtown Fleischmanns' do not complement the historic buildings that surround them. Where certain land uses are permitted must be carefully considered to avoid adverse visual impacts.

The fourth image from the top shows a strip commercial corridor with off-premises advertising signs, poorly maintained properties, and a noticeable lack of landscaping associated with the commercial properties. These factors result in an unappealing environment. The fifth lowest-rate image is a warehouse distribution center. The sheer magnitude of the building - coupled with the immense expanse of asphalt that surrounds the building to accommodate tractor-trailers makes it visually unappealing. The low rating also reflects resident preference for small-scale industries that complement rather than detract from the natural landscape.



Above: Lowest-rated images.

Attributes of the highest-rated residential developments.

- Houses with front porches;
- Houses with shrubs, trees and modest lawn;
- Houses properly oriented to the street;
- Residential neighborhoods with the provision of sidewalks;
- Attractive design of residential buildings in terms of architecture, scale, building placement and type of materials used;
- Residential developments where the housing designs are varied to avoid the cookie-cutter appearance;
- Housing within pedestrian-oriented neighborhood settings;
- A residential streetscape defined by narrow streets, sidewalks, tree-lined streets, and modest yards; and
- Good quality, well-maintained and well-designed housing.

“THE DESIGN, PLACEMENT AND MAINTENANCE OF RESIDENTIAL PROPERTIES WERE TWO OF THE MOST IMPORTANT FACTORS AFFECTING WHETHER SURVEY PARTICIPANTS PERCEIVED THEM AS POSITIVE OR NEGATIVE.”

Three Highest-Rated Residential Images

A factor that contributed to the positive rating of the top three residential developments includes well-maintained houses with nicely landscaped lawns. In the highest-rated images, the architecture of the houses, provision of front porches – in addition to trees and other landscaping – contributed to a positive rating.

The highest rated image is a house on Main Street west of the Main Street business district. Visually appealing aspects of this property include the architecture of the historic house, its placement on the lot and the neat appearance of the property. The second highest rated image is of a residential streetscape in Celebration Florida – a New Urbanism community. The nicely landscaped lawn and neat streetscape contributes to the positive rating. So too does the presence of street trees and sidewalks along the street. The architecture of the house – including the front porch – and the orientation of the house to the street and adjacent properties also help to create a sense of order that most people perceive to be positive.

The third-highest rated residential image is another home on Main Street in Fleischmanns. This image shares many of the positive attributes as the highest rated image shown above. The design, placement and maintenance of residential properties were two of the most important factors affecting whether survey participants perceived them as positive or negative.



Above: Highest-rated residential images from the Community Character Survey.

Attributes of the lowest-rated residential developments.

- Cookie-cutter or poorly designed houses;
- Lack of street trees or sidewalks;
- Garages that dominate the house (e.g. the “garage with attached house” effect);
- Excessively wide street right-of-way where the proportion of the street r-o-w to building height is greater than 2:1;
- Housing sites that are clear-cut of existing vegetation;
- Housing where parked vehicles dominate the streetscape, but not the housing;
- High density multi-family housing; and
- Single-family houses without front porches that are oriented to the street.

“THE DENSITY OF THE LOWER-RATED RESIDENTIAL IMAGES WAS COMPARABLE TO THE DENSITY OF THE SINGLE-FAMILY DEVELOPMENT THAT RECEIVED THE HIGHEST OVERALL RATINGS. THIS AGAIN SHOWS THE IMPORTANT ROLE HOUSING DESIGN AND LANDSCAPING PLAY IN AESTHETICS.”

Three Lowest-Rated Residential Images

Factors that contributed to the negative rating of the lowest-rated residential image include wide streets with no street trees. In the lowest-rate residential image the houses are set back too far from the road so that there is no sense of enclosure. While there is a sidewalk on one side of the street, there are no street trees to help to define the street edge. Finally, the cookie-cutter houses result in a monotonous streetscape.



The second-lowest image shows large houses situated on small lots in a manner that makes them appear to be stacked upon one another. The design of the houses, with the garage doors projecting out from the residential area of the house, results in the garage dominating the facade. The provision of street trees and additional landscaping on individual lots would help to improve the aesthetics of this streetscape.



The factors that likely contributed to the lower rating of the garden apartments (bottom image) include cookie-cutter units, no provision of sidewalks and the excessive length of the building wall that results in a barrack-like structure. It is interesting to note that the density of the lowest-rated image was comparable to the density of the single-family development that received the highest overall ratings. This shows the important role that housing design and streetscape amenities (such as sidewalks and street trees) play in whether a residential development is perceived as positive or negative.



Above: Lowest-rated residential images from the Community Character Survey.

Attributes of the highest-rated landscapes.

- Historic properties that still retain the surrounding lawns and landscaping that defined them in the context in which they were erected;
- Well-maintained recreational facilities such as the entrance to the Mountain Athletic Club Grounds Well-designed and maintained civic buildings;
- Neat and well-maintained properties;
- Development that respects the historic character of the Village;
- Nicely landscaped properties;
- Natural resources such as rivers and streams; and
- Public parkland.

“HISTORIC BUILDINGS, WELL-MAINTAINED PROPERTIES, AND NATURAL RESOURCES SUCH AS SURROUNDING HILLSIDES AND EMERY BROOK WHERE THE ASPECTS OF THE VILLAGE’S LANDSCAPE THAT MANY RESIDENTS’ RATED VERY HIGHLY.”

Three Highest-Rated Landscape Images

The highest-rated image with an overall weighted average of +3.9 is a photo of the Fleischmanns' Community Church. The Gothic Revival architecture of this historic building (circa 1885) and neat appearance - coupled with lawn that surrounds it all work together to form a visually appealing landscape. The second highest rated image shows the B'nai Israel Congregation Synagogue (circa 1920) on Wagner Avenue. Like the church described above, the synagogue has a prominent architectural style and the grounds that surround it are as they were when the building was erected. The lawn that surrounds the synagogue, coupled with its proximity to Mountain Athletic Club Grounds, creates a visually appealing landscape looking north from Wagner Avenue.

The Mountain Athletic Club Grounds on Wagner Avenue is situated to the south of the Emory Brook resulting in a striking landscape in the heart of the Village. The riparian areas along the Emory Brook, that include mature trees and wetland vegetation, and rolling hillsides provide dramatic backdrop to the athletic fields. From the Mountain Athletic Club Grounds one can enjoy the scenic vista looking south toward the stately homes along Wagner Avenue. In addition to these three images, the other highly rated photos were of scenic views, historic buildings and public parks. Open space, historic properties and natural resources were aspects of the landscape that many residents rated highest.



Above: Highest-rated landscapes from the Community Character Survey.

Attributes of lowest-rated landscapes.

- Big-box warehouse buildings;
- Industrial properties where materials are not stored away from public view;
- Poorly maintained properties with junk being stored out-of-doors;
- Streets without street trees or grass median between the sidewalk and public right-of-way;
- Litter or other debris along roadways or on private properties; and
- General blight.

Three Lowest-Rated Landscape Images

The lowest rated image is that of a residential garage within the Village of Fleischmanns. This property contains a single-family house with at least four (4) rental units. The property is poorly maintained as evidenced by the roof and gutters. There is debris scattered across the garage courtyard in plain view of the public. The dumpster appears to be too small to handle the solid waste needs of the residents and so refuse is left around the dumpster. The lack of a dumpster enclosure also detracts from the view.

The second lowest-rated image of the landscape was a big-box warehouse distribution center. The size of the structure, coupled with the presence of a multitude of trailers parked in front of the building, results in a visually unappealing environment.

While there is green space in front of the building the plantings are too sparse to provide a visual buffer. The massive size of the building dominates the landscape. The low rating conveys that residents do not feel this type of development is appropriate within the Village.

The third lowest-rated image, shown in the photo to the right, shows a rural roadway blighted by the presence of an industrial business where materials are not screened from public view. The chain link fence adds to the unappealing appearance of this industrial property. Placing the materials behind the building and providing a berm or opaque fencing to screen them from view would improve the aesthetics of the site.

Summary

Public input through this process shows a clear desire to preserve historic properties, protect natural resources and carefully control the design or placement of new development so that it complements Fleischmanns' historic character.

In Chapter 4 – Population & Housing we explore recent population, housing and employment trends in Fleischmanns and surrounding communities. Analysis of these trends will help us to understand the changing needs in the community, those areas where additional resources may be required in the future, as well as providing an historical perspective in which to gauge current demographic and housing trends.



Above: Lowest-rated landscapes from the Community Character Survey.

CHAPTER 4.0 - POPULATION & HOUSING

4.1 Population Characteristics

Since the 1960's, the Village of Fleischmanns' year-round population has gradually declined. Between 1960 and 2000, Fleischmanns population decreased from 450 to 351 persons –a 22% decrease. In contrast, Delaware County's population increased by 10.3% during this time.

There are a variety of factors that have contributed to the Village's population loss. Perhaps the greatest factor was the loss of employment opportunities for local residents in the tourism and manufacturing industries. As jobs in these industries were lost, residents sought employment elsewhere. Over time, many year-round homes have become second homes which is another factor contributing to the decline in the year-round population.

As the year-round population and tourism industry declined, a number of service businesses in Fleischmanns have closed their doors - resulting in many vacant storefronts downtown. If Fleischmanns' continues to lose population, the remaining residents will face an increased financial burden to support existing infrastructure and community facilities. These trends suggest the possibility of sustained population loss in the years ahead - absent proactive measures by the community to reverse them.

Village of Fleischmanns, New York



**Table 4-1
Population Trends**

Year	Village of Fleischmanns		Delaware County	
	Population	Change	Population	Change
1960	450	NA	43,540	NA
1970	434	-3.6%	44,718	2.7%
1980	346	-20.3%	46,824	4.7%
1990	351	1.4%	47,225	0.9%
2000	351	0%	48,055	1.8%
2007	328	-6.5%	46,286	-3.7%

The Village's population composition by age is different than Delaware County in that it has a higher percentage of persons age 9 years or younger (16.2% vs 11.3%) and persons age 75 or older (11.2% vs 8.8%). As a result, there is likely a greater need in the Village for youth and senior services than within the County.

The U.S. Bureau of the Census estimates that Delaware County, the Town of Middletown and the Village of Fleischmanns have all lost population since 2000 (see Table 4-3). However, the rate of decline within Fleischmanns' is much higher than that of the County or Town of Middletown. Fleischmanns' rate of population loss was estimated to be -6.5% versus -2.2% for the County or -4.1% for the Town of Middletown. The Village has lost population at a higher rate, in part, due to further decline in its resort industry, losses in manufacturing jobs and the out migration of high school graduates who are seeking employment opportunities elsewhere.

Table 4-2 Population by Age, 2000 Village of Fleischmanns vs Delaware County				
	Village of		Delaware	
Years	Fleischmanns	%	County	%
+0-4	24	6.8%	2,469	5.1
5-9	33	9.4%	2,966	6.2
10-14	18	5.1%	3,477	7.2
15-19	14	4.0%	3,770	7.8
20-24	19	5.4%	2,372	4.9
25-34	51	14.5%	4,730	9.8
35-44	41	11.7%	6,798	14.1
45-54	33	9.4%	6,938	14.4
55-59	25	7.1%	3,016	6.3
60-64	22	6.3%	2,621	5.5
65-74	32	9.1%	4,668	9.7
75-84	23	6.6%	3,092	6.4
85+	16	4.6%	1,168	2.4
Total	351	100.0%	48,055	100.0

“SINCE 2000, FLEISCHMANN'S' LOST POPULATION AT A HIGHER RATE THAN THE COUNTY OR TOWN OF MIDDLETOWN. THIS IS DUE, IN PART, TO CONTINUED DECLINE IN ITS RESORT AND MANUFACTURING SECTORS AND OUT MIGRATION OF HIGH SCHOOL GRADUATES.”

Table 4-3 Population Change 1960-2005												
			%Chg.		%Chg.		%Chg.		%Chg.		%Chg.	Persons per
	1960	1970	'60-70	1980	'70-80	1990	'80-90	2000	'90-00	2007	'00-07	Sq. Mi.
New York State	16,782,304	18,236,967	8.7%	17,558,165	-3.7%	17,990,778	2.5%	18,976,457	5.5%	19,306,183	1.7%	
Delaware County	43,540	44,718	2.7%	46,824	4.7%	47,225	0.9%	48,055	1.8%	46,977	-2.2%	33.2
Village of Fleischmanns	450	434	-3.6%	346	-20.3%	351	1.4%	351	0%	328	-6.5%	525.1
Town of Middletown*	3,406	3,466	1.8%	3,555	2.6%	3,406	4.2%	4,051	18.9%	3,895	-3.9%	42.0
Town of Middletown**	2,123	2,216	4.4%	2,454	10.7%	2,416	-1.5%	3,057	26.5%	2,932	-4.1%	25.0
Margarettsville	833	816	-2.0%	755	-7.4%	639	-15.4%	643	0.6%	635	-1.2%	916.8
** Town of Middletown less the Village of Fleischmanns and Village of Margarettsville Population.												

The Village of Fleischmanns is a fairly homogeneous community with respect to Race. According to the 2000 Census; 96.3% of the Village's population was White, 1.4% Black, 2.0% American Indian, 2.0% Asian, and 0.3% some other race. With respect to ethnicity, Fleischmanns is more diverse in that nearly 20% of its residents are of Hispanic Origin. The Hispanic population reflects a significant increase from 1990 when the Hispanic community was less than 1% of the resident population. By comparison, only 6.4% of the Town of Middletown's population was of Hispanic Origin in 2000 (see Table 4-5).

Table 4-4 Village of Fleischmanns, New York Population by Age 1990 & 2000				
Age Cohort	1990		2000	
	Population	%	Population	%
0-4	28	8.0	24	6.8
5-17 or 5-14(2000)*	43	12.3	51	14.5
18-24 or 15-24(2000)	28	8.0	33	9.4
25-44	92	26.2	92	26.2
45-54	45	12.8	33	9.4
55-64	45	12.8	47	13.4
65+	70	19.9	71	20.2
Total	351	100.00	351	100.00
Median Age			39.4	
<i>Source:</i> U.S. Census Bureau 1990 & 2000				
*Age cohorts recorded varied between 1990 & 2000				

“THE VILLAGE OF FLEISCHMANNS IS A FAIRLY HOMOGENEOUS COMMUNITY IN TERMS OF RACE. ACCORDING TO THE 2000 CENSUS; 96.3% OF THE VILLAGE'S POPULATION WAS WHITE, 1.4% BLACK, 2.0% AMERICAN INDIAN, 2.0% ASIAN, AND 0.3% SOME OTHER RACE. HOWEVER, WITH RESPECT TO ETHNICITY IT IS MORE DIVERSE WITH 19.7% OF ITS RESIDENTS OF HISPANIC ORIGIN.”

Table 4-5 Race and Hispanic Origin Year 2000						
	Village of Fleischmanns		Town of Middletown		Delaware County	
	Population	%	Population	%	Population	%
Total	328	100.00	4,051	100.0	47,580	100.0
White	338	96.3	3,893	97.4	46,346	97.4
Black	5	1.4	36	1.2	568	1.2
American Indian	7	2.0	40	0.3	149	0.3
Asian	7	2.0	38	0.5	257	0.5
Native Hawaiian or PI	0	0.0	0	0.0	6	0.0
Some Other Race	1	0.3	94	0.5	254	0.5
<i>Hispanic**</i>	<i>69</i>	<i>19.7</i>	260	6.4	983	2.1
<i>Average Household Size</i>	<i>2.45</i>		<i>2.29</i>		<i>2.39</i>	
<i>Source:</i> U.S. Census Bureau *Town Population Including Village **Description of ethnicity not race. A person may consider them self white/Hispanic, black/Hispanic, or other combination thereof. The percentages of all racial categories will add up to 100%.						

Recent trends show a declining level of educational attainment among local residents. In 1990, the U.S. Bureau of the Census reported that 73.8% of Fleischmanns' residents had at least a high school diploma - this level dropped to 71.2% in 2000. Between 1990 and 2000, the percent of Village residents with a Bachelors Degree or higher decreased from 18.3% to 8.9%.

During this time period, the County rate increased from 13.2% to 16.6% - showing an educational attainment levels increasing in the County while they were declining in the Village. Between 1990 and 2000, the percentage of Village residents with a bachelor's degree decreased from 11.3% to 3.1% while the number declined from 26 to 8. In contrast, among County residents those with a bachelor's degree increased from 5.4% to 7.1%.

The most dramatic trend in educational attainment is related to the percentage of persons possessing a bachelor's degree in the Village. Between 1990 and 2000, the number of persons with a Bachelors Degree decreased from 26 to 8 persons, a 69.2% decrease. Ironically, the number of residents with a graduate or professional degree decreased only slightly from 16 persons to 15 persons.

The loss of residents who have pursued higher education but left Fleischmanns' to seek employment opportunities elsewhere is one factor influencing educational attainment levels. Regardless of the factors, an important goal within the community must be to improve educational attainment levels and provided greater employment opportunities for its residents.

“PERCENT OF RESIDENTS WITH A BACHELOR’S DEGREE - 3.1%.

PERCENT OF VILLAGE RESIDENT’S WITH A GRADUATE OR PROFESSIONAL DEGREE 5.8% - WITH A PERCENT DECREASE OF -6.2% BETWEEN 1990 AND 2000.”

Table 4-6 Trends in Educational Attainment

Educational Attainment	Village of Fleischmanns, New York Trends from 1990-2000				Delaware County Trends from 1990-2000				Percent Change	Percent Change
	1990		2000		1990		2000		VILLAGE	COUNTY
		%		%		%		%		
Total Persons 25 Years and over	230	100.0	257	100.0	30,350	100.0	33,070	100.0	11.7	9.0
Less Than 9th Grade	17	7.5	22	8.6	2,620	8.6	1,885	5.7	2.9	-28.1
9th-12th, no diploma	43	18.7	52	20.2	5,286	17.4	4,776	14.4	20.9	-9.6
High school graduate	81	35.3	119	46.3	11,599	38.2	12,353	37.4	46.9	6.5
Some college, no degree	39	16.7	36	14.0	4,268	14.1	5,600	16.9	-7.6	31.2
Associate's degree	8	3.5	5	1.9	2,580	8.5	2,956	8.9	-37.5	14.6
Bachelor's degree	26	11.3	8	3.1	2,367	7.8	3,139	9.5	-69.2	19.2
Graduate or professional	16	7.0	15	5.8	1,630	5.4	2,361	7.1	-6.2	14.7
Percent high school graduate or higher		73.9		71.2		74.0		80.0		
Percent Bachelors Degree or higher		18.3		8.9		13.2		16.6		

Source: U.S. Census Bureau STF3 Data

4.1.1 Employment by Industry

In 2000, the largest industry in the Village of Fleischmanns was in Arts, Entertainment & Recreation industry, representing 22.9% of all employment in the Village. This was much higher than the County where 7.0% of all workers were employed in this industry. The second largest industry in the Village in 2000

was in Education & Health Services - comprising 14.5% of the local economy. Retail Trade comprised another 13.7% of the local economy and Manufacturing 10.7%. The sectors with the largest percentage growth were Arts & Entertainment, Public Administration and Education & Health Services - increasing by 1,400%, 100%, and 58.3% respectively. No jobs in agriculture were reported in 2000.

“BETWEEN 1990 AND 2000, THE VILLAGE SAW A 1,400% INCREASE IN THE ARTS & ENTERTAINMENT INDUSTRY.”

Table 4-7 Labor Force & Employment by Industry

Employment Characteristics (Age 16 and over)	Village of Fleischmanns, New York Trends from 1990-2000				Delaware County Trends from 1990-2000				Percent Change	Percent Change
	1990	%	2000	%	1990	%	2000	%	VILLAGE	COUNTY
Persons 16 Years and Over	253	100.00%	275	100.00%	36,751	100.0	38,528	100.0	8.7	4.8
In Labor Force	145	57.31%	148	53.8%	21,900	59.6	22,230	57.7	2.1	1.5
Civilian Labor Force	145	57.31%	148	53.8%	21,862	59.5	22,216	57.7	2.1	1.6
<i>Employed</i>	<i>124</i>	85.5%	<i>131</i>	88.5%	<i>20,169</i>	92.3	<i>20,840</i>	93.8	5.6	3.3
<i>Not Employed</i>	21	14.5%	17	11.5%	1,693	7.7	1,376	6.2	-19.0	-18.7
Not In Labor Force	108	42.68%	127	46.2%	14,851	40.4	16,298	42.3	17.6	9.7
Unemployment Rate		14.5%		11.5%		7.7%		6.2%		
Industry					20,169	100.0	20,840	100.0		
<i>Arts, Entertainment & Recreation</i>	2	1.6%	30	22.9%	191	0.9%	1,460	7.0%	1,400.0	664.4
Educational & Health Services	12	9.7%	19	14.5%	3,967	19.7%	5,420	26.0%	58.3	36.6
Retail Trade	18	14.5%	18	13.7%	3,584	17.8%	2,138	10.3%	0.0	-40.3
Manufacturing	16	12.9%	14	10.7%	3,679	18.2%	3,018	14.5%	-12.5	-18.0
Professional services	21	16.9%	12	9.2%	1,298	6.4%	1,038	5.0%	-42.9	-20.0
Public administration	6	4.8%	12	9.2%	808	4.0%	1,239	5.9%	100.0	53.3
Construction	13	10.5%	8	6.1%	1,876	9.3%	1,611	7.7%	-38.5	-14.1
Wholesale Trade	0	0.0%	7	5.3%	341	1.7%	501	2.4%	NA	46.9
Transportation, warehousing & utilities	4	3.2%	4	3.1%	557	2.8%	764	3.7%	0.0	37.2
Other Services (except public admin).	18	14.5%	3	2.3%	1,176	5.8%	1,069	5.1%	-83.3	-9.1
Finance, Insurance & Real Estate	8	6.5%	2	1.5%	808	4.0%	755	3.6%	-75.0	-6.6
Communications and Information	6	4.8%	2	1.5%	488	2.4%	543	2.6%	-66.7	11.3
Agriculture, forestry and mining	0	0.0%	0	0.0%	1,396	6.9%	1,284	6.2%	NA	-8.0

Source: U.S. Census Bureau STF3 Data

Within the Village, fifteen (15) jobs were lost in the Other Services Industry during the 1990's. Between 1990 and 2000, there was also a decline in the Finance, Insurance & Real Estate Industry – showing a decrease of nearly 75%. The number of jobs in Retail Trade remained unchanged during this period of time. The other industries that experience a loss in jobs include the Communications & Information, Professional Services, Construction and Manufacturing Sectors - decreasing by 66.7%, 42.9%, 38.5% and 12.5% respectively.

The Village has struggled to retain a vibrant Main Street business district due to a decline in its year-round population and competition from regional retail centers. Presently, there is a high commercial unit vacancy rate along Main Street. However, there is a new art gallery and restaurant. If the business district is to remain competitive, public/private efforts to promote and market downtown to customers and businesses alike must be sustained in the future.

Between 1990 and 2000, there were a number of industries that increased their employment numbers in the Village. Jobs in the Arts, Entertainment & Recreation Industry grew from 2 jobs in 1990 to 30 jobs in 2000 – a 28-job or 1,400% increase. Employment in the Education & Health Services industry grew from 12 jobs in 1990 to 19 in 2000 – a 7-job or 58.3% increase. The historic character of the Village lends itself to continued growth in the Arts, Entertainment & Recreation Industry.

The only other industry that saw an increase in the number of jobs created was in the Public Administration industry where the number of jobs increased from 6 jobs to 12 jobs - a 100% increase (see Table 4-7). In 1990, the top three industries were Professional Services (16.9%); Other Services (14.5%) and Retail Trade (14.5%). In 2000, the top three industries were Arts, Entertainment & Recreation (22.9%); Education & Health Services (14.5%) and Retail Trade (13.7%).

While a number residents work within the Village, a large percentage commute to work each day. The mean travel time to work for local residents is 22 minutes, slightly lower than the average for Delaware County that was 24 minutes according to the 2000 Census.

4.1.2 Occupation

Table 4-9 provides a breakdown of the Village of Fleischmanns' workforce (persons 16 years of age and over) by occupation. A little over twenty percent of resident's are employed in Management or Professional occupations. A total of 19.8% of residents were employed in Services and another 30.5% in Sales and Office jobs. A total of 8.4% of residents worked in Construction with another 20.6% employed in Production and Transportation. Surprisingly, no Village residents indicated in their Census responses that they were employed in the Farming, Fishing or Forestry industry. Next we look at housing characteristics in Fleischmanns'.

Table 4-8 Mean Travel Time to Work 2000		
	Village	County
Mean Travel Time - Minutes	22.0	24.0

Table 4-9 Village of Fleischmanns Occupation 2000		
	#	%
Management, professional	27	20.6
Service	26	19.8
Sales and office	40	30.5
Farming, fishing & forestry	0	0
Construction, extraction	11	8.4
Production, transportation	27	20.6
Total	131	100

4.2 Housing Characteristics

In 2000, the Village of Fleischmanns had a total of 297 housing units. The majority of these housing units, 64%, are single-family dwelling units (see Table 4-10). Of all dwelling units, 49.8% were occupied and 50.2% were vacant. In 2000, the vacancy rate for the Village was significantly higher than the County rate that was recorded at 33.4%. The higher rate for the Village is, in part, due to the higher percentage of second homes and seasonal dwelling units in the Village that are counted as vacant when the Census is taken in April. The Village has a very large second home population.

The 2000 Census also showed a slight shift in owner versus renter occupied housing units within the Village. In 1990, 60.1% of all *occupied* housing units were *owner occupied*. By 2000, this number decreased to 55.9%. The County owner occupancy rate in the Year 2000 was of 74.1% (see Table 4-11 and Table 4-12).

Table 4-10						
Housing Units In Structure 1990 - 2000	Village of Fleischmanns, New York				Delaware County 2000	
Year Round	1990 Units	%	2000 Units*	%	2000 Units	%
1-unit detached	190	64.0	104	71.7	20,243	69.9
1-unit attached	6	2.0	9	6.2	366	1.3
2-4 units	42	14.1	14	9.7	2,497	8.6
5-9 units	25	8.4	14	9.7	565	2.0
10 or more units	12	4.0	4	2.8	413	1.4
Mobile Home	22	7.4	0	0.0	4,599	15.9
Boat, RV, Van, Etc.	0	0	0	0.0	269	0.9
Total	297		145		28,952	100.0
Source: U.S. Census Bureau STP # 4 Data * Data available for occupied units only in 2000						

Table 4-11								
Year Round	Village of Fleischmanns, New York Tenure by Occupied Units 1990 - 2000				Delaware County, New York Tenure by Occupied Units 1990 - 2000			
	1990		2000		1990		2000	
	Units	%	Units	%	Units	%	Units	%
Owner Occupied	95	60.1%	80	55.9%	13,077	74.1	14,596	75.7
Renter Occupied	63	39.9%	63	44.1%	4,569	25.9	4,674	24.3
Total	158	100%	143	100%	17,646	100.0	19,270	100.0
Source: U.S. Census Bureau SFT1 Data								

Table 4-12									
Housing Characteristics	Village of Fleischmanns, New York Trends from 1990-2000				Delaware County, New York Trends from 1990-2000				Percent Change
	1990		2000		1990		2000		TOWN
	Units	%	Units	%	Units	%	Units	%	COUNTY
Total	297	100%	287	100%	27,361	100.0	28,952	100.0	-3.4
Occupied	158	53.2%	143	49.8%	17,646	64.5	19,270	66.6	-9.5
Owner Occupied	95	32.0%	80	27.9%	13,077	47.8	14,596	50.4	-15.8
Renter Occupied	63	21.2%	63	22.0%	4,569	16.7	4,674	16.1	0
Vacant	139	46.8%	144	50.2%	9,715	35.5	9,682	33.4	3.6
Seasonal	111	37.4%	97	33.8%	7,950	29.1	7,700	26.6	-12.6
Source: U.S. Census Bureau * Seasonal units are part of the vacant unit count.									

Summary

Since 1990, the Village of Fleischmanns' has continued to see a decrease in its year-round population. During this same period of time, its population has become more diverse with nearly 20% of its residents now of Hispanic Origin. The Village must play an active role in the 2010 Census to ensure all its residents are counted.

Once a thriving summer resort community along the *Ulster & Delaware Railroad* - in recent years Fleischmanns' has struggled to reinvent its tourism industry and maintain the vibrancy of its Main Street business district. It is also working to protect the integrity of its historic neighborhoods. One of the challenges facing the community is the fact that 50.2% of all housing units in the Village are vacant for a significant portion of the year. During the summer season, second homeowners occupy approximately two-thirds of these units. However, the short summer tourist season provides little benefit to local retailers or service businesses that depend on year-round patronage for survival.

The seasonal nature of the resident population also places a strain on community services. For example, the Village must operate and maintain water & sewer services capable of handling the peak summer demands - increasing the average cost for such services. During the peak summer season, the demand for recreational facilities is also dramatically increased - again placing a strain on the community's budget.

As is the case in many communities, the most suitable sites for development in Fleischmanns' were the first to be developed. These sites are becoming increasingly scarce - leaving less desirable sites (i.e. those with environmental or other site constraints) for development. Development on such sites will require careful review to protect natural resources such as steep slopes, wetlands, and water resources. Care must also be taken to protect important vistas that help to define the small-town character of the Village. Infill development and redevelopment of parcels within or near its historic districts and Main Street must be carefully reviewed in order to protect the integrity of these areas.

Fleischmanns' has many assets including its historic building stock, civic buildings, parks & recreation facilities and proximity to regional tourism destinations such as *Belleayre Mountain Ski Center*. These are attributes and amenities that make Fleischmanns' an inviting place to live and visit. With careful planning it is well-positioned to grow in a manner that will strengthen the community's economic and social vitality for years to come.

The following chapters provide a broader discussion of natural resources, transportation, recreation, community facilities, downtown revitalization, historic preservation and economic development. Each of these chapters will frame the challenges facing the Village in the years ahead as well as policies that it can put in place to help the Village to meet these challenges.

“SINCE MANY STATE AND FEDERAL GRANT PROGRAMS ARE BASED UPON POPULATION, THE VILLAGE *MUST* PLAY AN ACTIVE ROLE IN ENSURING THAT ALL ITS YEAR-ROUND RESIDENTS ARE COUNTED DURING THE UPCOMING 2010 CENSUS. IT IS RECOMMENDED THAT LIAISONS BE DESIGNATED TO REACH OUT THE HISPANIC COMMUNITY TO ENSURE THEY ARE COUNTED IN 2010”

CHAPTER 5.0 - NATURAL RESOURCES

The Village of Fleischmanns has a total land area of 0.68 square miles. Of this area, 0.67 square miles is comprised of land and 0.1 square miles are lands under water. The Village straddles the Emory Brook and is located in the watershed of the East Branch of the Delaware River.

The physical characteristics of land are some of the most important factors that influence land development. Physical characteristics such as topography, drainage, or soil conditions will control or limit both the rate and intensity of growth. It is for these reasons that the Village of Fleischmanns' natural resources need special consideration in helping to determine the manner in which development should be controlled or limited in various areas of the Village. One of the key goals of this Comprehensive Plan shall be to avoid disturbance of environmentally sensitive lands, to preserve important vistas and other natural resources and to guide growth in areas that are best suited for development.

This chapter provides a brief overview of the Village's many natural resources and those areas with environmental constraints. It also includes a variety of policy recommendations to guide Village decisions concerning land use in order to conserve these natural resources while allowing for growth. We begin with a discussion of elevation and terrain.

5.1 Elevation and Terrain

Topography is defined as the relief of land surface describing terrain, elevation and slope. An important measure of topography is range of elevation. In the Village of Fleischmanns, the range of elevation is approximately 460 feet. The lowest point is 1,480 feet above mean sea level (msl) in the vicinity of Depot Street along the Emory Brook. The highest point is 1,940 feet above *msl* in the vicinity of Fleischmanns Heights. Within the Village, it is elevation that separates those areas that lie within the floodplain and those that are safe from flooding.

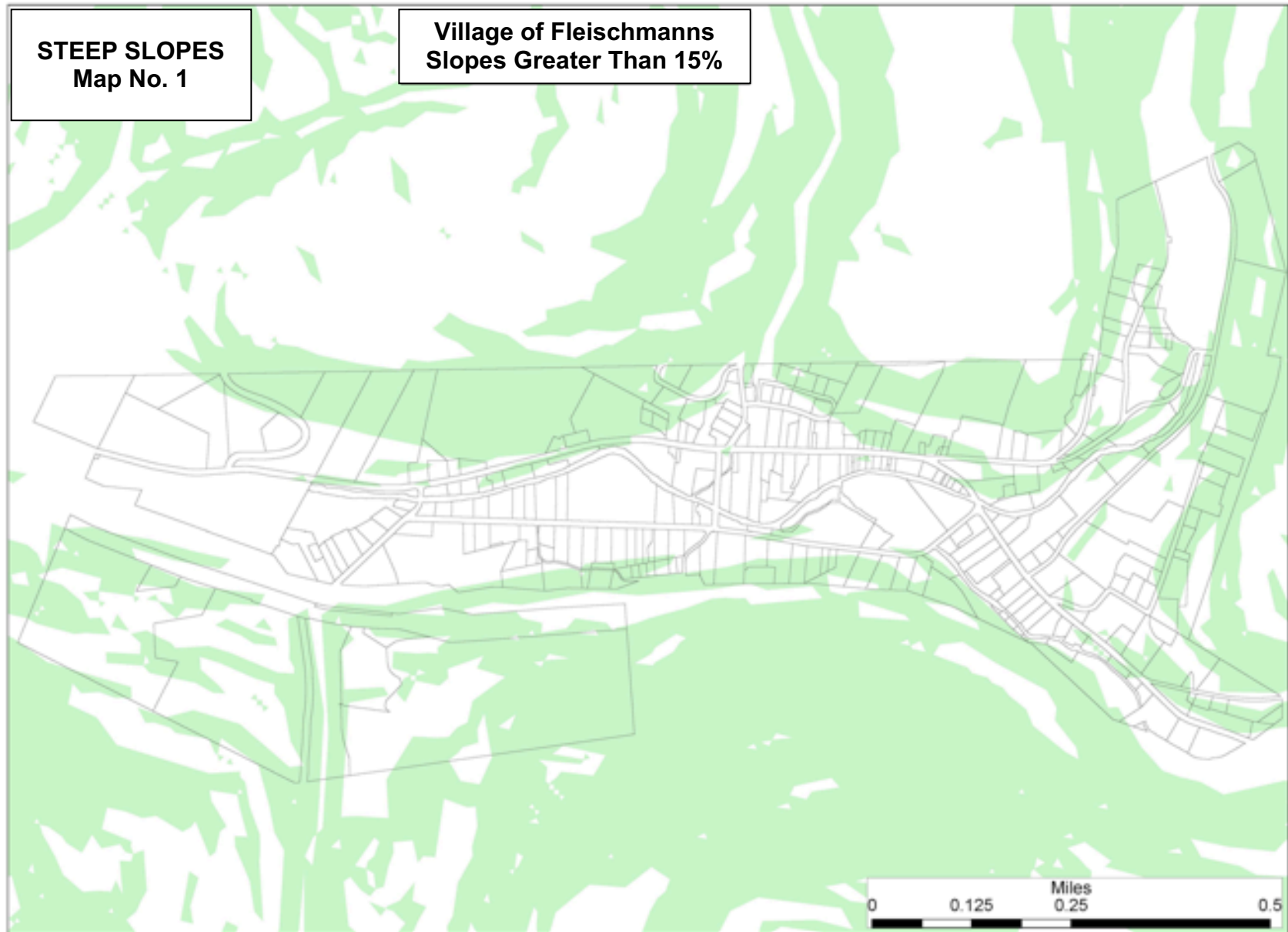
5.2 Steep Slopes

Comprehensive slope information is an essential element in the planning process. Relating land use to topography can help to minimize damage to the environment and to avoid extensive site alterations that can cause destabilization of banks and erosion. Development on slight slopes usually presents the fewest limitations allowing land to be developed with few engineering problems or harm to the environment. In contrast, development on steep slopes can mean higher construction costs, unstable soils and sewage disposal problems. Development on steep slopes should be avoided to mitigate the potential for erosion and impacts on water quality due to erosion and sediment runoff. This is particularly important as it relates to steep slopes in the riparian areas along the edge of the Emory Brook [see photo to the right].

“A RIVER IS MORE THAN AN AMENITY. IT IS A TREASURE. IT IS A NECESSITY OF LIFE THAT MUST BE RATIONED AMONG THOSE WHO HAVE POWER OVER IT.”

Oliver Wendell Holmes





Slope indicates the percentage of incline of the land. Those areas with a slope of greater than 8.5° or 15% are generally considered to be too steep for development purposes. The *Steep Slope Map* shows that a significant percentage of the Village has slopes of greater than 15%. Generally, those areas on either side of the Emory Brook valley contain steep slopes. Those areas with very steep slopes (greater than 35%) are found along the western banks of the Vly Creek or in Fleischmanns Heights. The steep slopes in these areas present significant limitations to future development.

Three of the most common difficulties associated with disturbance of steep slopes are:

- 1) Sewage disposal – soils on steep slopes are shallow, making it impractical to install subsurface disposal systems;
- 2) Drainage – the removal of trees, grading, and erection of buildings will destabilize the bank while increasing runoff. These factors contribute to erosion and sediment control problems; and
- 3) Driveway and street layout – as a general rule, the slope of driveways and roadways should not exceed 6.8° or 12%. Development on steep slopes makes alignments and safe intersections very difficult. They also may result in rapid runoff onto adjoining roads causing erosion and icing problems in the winter.

5.3 Water Resources

The Village's groundwater resources are located within a valley-fill aquifer that consists of sand and gravel deposits along the Emory Brook. These deposits recharge by stream runoff caused by precipitation and have a direct hydraulic contact with the Emory Brook. The Village's public water supply is derived from one well that is drilled into these deposits along with another well and two springs in Fleischmann's Heights.

It is important that the Village wells be protected and that any development in the vicinity of its wells is carefully reviewed to ensure that its wells are not contaminated. It is equally important that stormwater runoff be managed to avoid potential impacts on aquifer recharge areas. The Village of Fleischmanns adopted a *Source Water Protection Plan* in June 2005. The specific recommendations of the Source Water Plan are incorporated herein by reference.

5.3.1 Flood Hazard Areas

The Federal Emergency Management Agency (FEMA) identifies potential flood hazard areas in the Village. Areas that are subject to flooding include lands adjoining the Emory Brook, Little Red Kill, Vly Creek and Bush Kill where flooding results from snow melt, heavy rains or other weather conditions. By identifying these areas, it is possible to restrict development to open space uses, including recreation, which are tolerant of flooding and do not obstruct the flow of water.

“AMERICA IS A GREAT STORY AND THERE IS A RIVER ON EVERY PAGE.”

Charles Kuralt



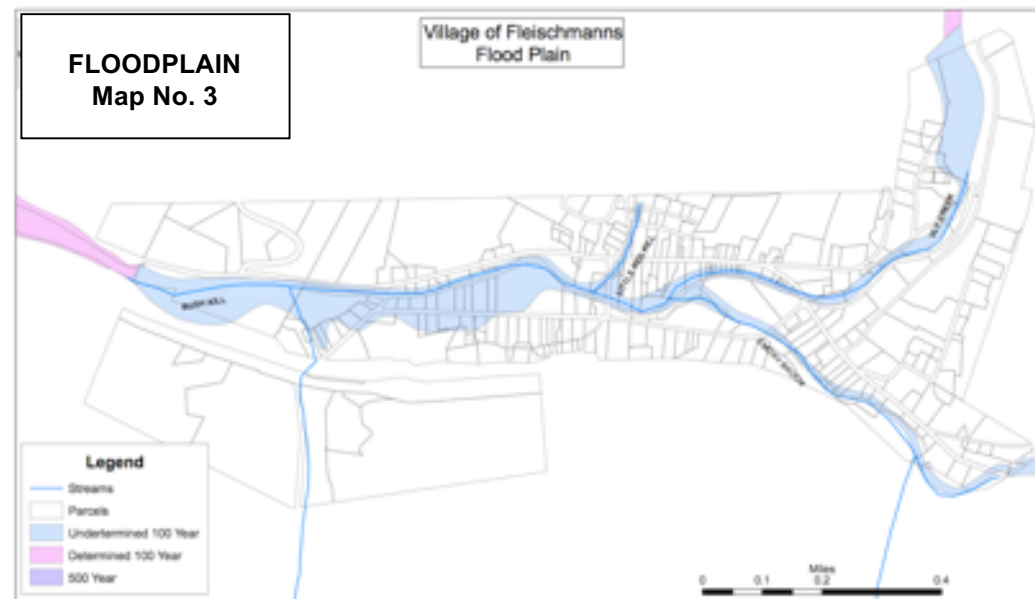
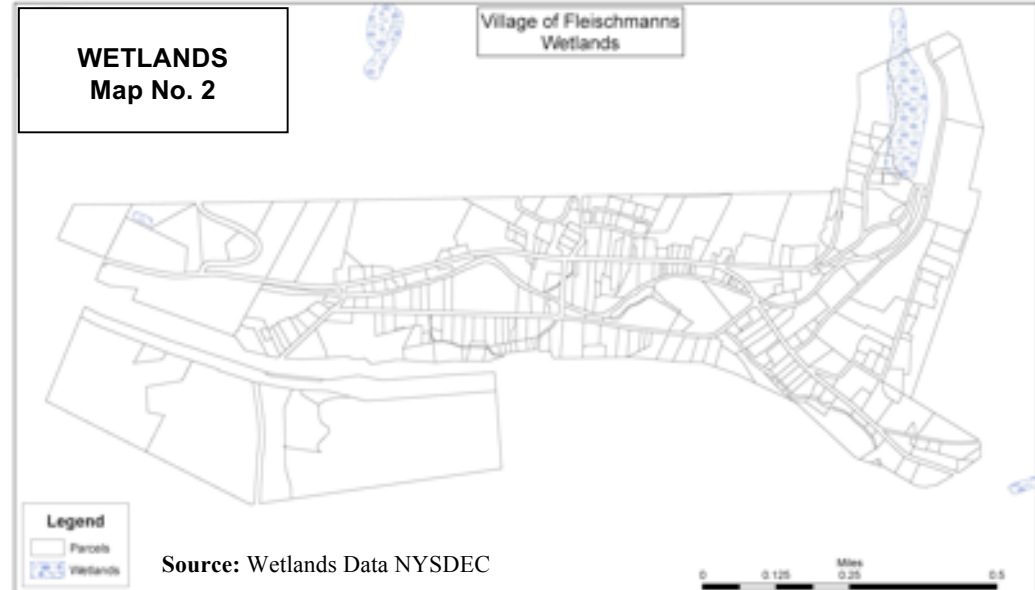
Above (top to bottom): Vly Creek showing the mature riparian zone along the edge of the stream banks that help to stabilize the stream banks and prevent erosion; view of Bush Kill looking upstream from Bridge Street showing newly installed rip-rap that was placed to stabilize the stream bank. Riprap may not have been needed if the riparian vegetation was preserved here.

It is important to do this in order to mitigate both financial loss and the potential loss of life that might occur as the result of periodic flooding. FEMA defines the likelihood of flooding into two broad categories: 1) lands within the 100-year floodplain; and 2) those within the 500-year floodplain. Lands within the 100-year floodplain have a 1% probability of a flood exceeding a certain depth in any given year. Where the threat exists, the construction of houses and other buildings should be avoided.

It is recommended that the Village Planning Board factor in the presence of floodplains when they review site plans and special use applications. The Planning Board must insist on appropriate mitigation measures for any development within Fleischmanns' floodplains.

5.3.2 Wetlands

Wetlands are critical resources because they perform a beneficial suite of functions and are sensitive to development. These areas are subject to periodic or continual inundation or saturation by water and include types commonly referred to as marshes, swamps and bogs. The New York State Department of Environmental Conservation (NYSDEC) maps and regulates wetlands greater than 12.4 acres and their 100-foot buffer. The wetlands mapped on the National Wetland Inventory (NWI) maps are not necessarily protected by the Army Corps of Engineers (ACOE) as the ACOE takes jurisdiction on a case-by-case basis.ⁱ



Wetlands serve an important function cleansing water and retaining runoff during the spring thaw or major storm events. They also provide fish and wildlife habitat, erosion control, stream flow maintenance and carbon sequestration. The absence of wetlands on federal and state maps does not necessarily indicate that wetlands are not present on a property. When there is doubt, a field survey should be conducted to verify whether wetlands are present on a development site. If wetlands are discovered, then on-site mapping and wetland delineation should be conducted to ensure protection of this resource.

5.3.3 Stormwater Management

Stormwater is water that accumulates on land as a result of storms or melting snow. The porous and varied terrain of natural landscapes like forests, wetlands, and grasslands trap rainwater and snowmelt and allow it to slowly filter into the ground. Runoff tends to reach receiving waters gradually. In contrast, nonporous landscapes like roads, bridges, parking lots, and buildings don't let runoff slowly percolate into the ground. Water remains above the surface, accumulates and runs off in large amounts. The Village's stormwater management system includes its storm sewers and ditches that are designed to quickly channel runoff from roads and other impervious surfaces. These devices are important to control high flows that may be a threat to public safety. Unfortunately, there are adverse environmental impacts associated with traditional stormwater management.

Runoff gathers speed once it enters the storm sewer system and when it leaves the sewer system and empties [into nearby streams](#). During storm events, large volumes of high velocity runoff can erode streambanks, damage streamside vegetation and widen stream channels. In turn, this will result in lower water depths during non-storm periods, higher than normal water levels during wet weather periods, increased sediment loads and higher water temperatures.

In New York State, any construction operation that will disturb or expose one or more acres of soil requires a State Pollutant Discharge Elimination System (SPDES) Permit for Stormwater Management Discharges from Construction Activity. Soil disturbance includes clearing vegetation, grubbing, filling, grading, excavation, demolition and any current or proposed construction activity. If the proposed action is anything other than a single-family home it will also require the development of a Stormwater Pollution Prevention Plan (SWPPP).

A SWPPP addresses both construction and post construction activities. During construction activities, erosion & sediment control devices such as silt fences are used to prevent silts from being carried off the site during storm events. Detention and retention basins are used to ensure that post-development runoff rates from a site do not exceed pre-development rates.



Above (top to bottom): View of barn on Breezy Hill Road looking southeast toward Vly Creek; swimming hole on Bush Kill behind Mountain Athletic Field Grounds and view of floodplain between [VlyCreek/Emory Brook](#). Wetlands and hydric soils are limited to the Lake Switzerland lakebed along Vly Creek. Proper stormwater management can reduce the risk of flooding by limiting runoff into nearby streams.

Detention basins are dry basins that fill with water during a storm event. They work by delaying the storm water so that it is released at a rate that mimics predevelopment flow. Retention basins hold water in a pool and release it through an overflow spillway during storm events. These basins provide for the release of runoff at controlled rates to protect the quality of surface waters, prevent flooding during storm events and treat stormwater before its release.

Stormwater treatment is the capture and reduction of pollution in stormwater runoff prior to discharge into receiving waters such as Emory Brook or Bush Kill. By capturing the runoff, the basins allow particulates to settle to the bottom that removes pollutants from the runoff before it is discharged. Within off-street parking areas, catch basins are used to retain and filter contaminants before they leave the site. Other measures that can be employed include the use of infiltration trenches that capture runoff and treat it through a pea gravel or sand filter layer before it is discharged into receiving waters.

An increasingly common means of retaining stormwater runoff is the use of underground cisterns that capture runoff from gutters so that it can subsequently be used for gardens or lawns. Other innovative approaches to stormwater management include the use of rain gardens, filter beds and vegetative swales. This Plan recommends that such techniques be employed when feasible to do so.

It is important to control stormwater runoff

associated with new development. During site plan review, the Planning Board must ensure that appropriate stormwater management measures are put in place on each project site. Doing so will help to protect water quality and mitigate potential damage during storm events.

5.4 Soils

Proper siting of development must include an analysis of soil types within a community. Soils differ according to variations in composition, particle-size gradation, and compaction; factors which control permeability, porosity and strength. Each of these factors and depth to bedrock is important in determining how much and what kind of development the land is capable of supporting. It is useful to consider the specific soil conditions in directing growth to areas that can support development without high construction costs. Soil porosity and permeability is a major consideration in determining development capability.

The most prominent soil type within the Village is *Bg - Barbour-Trestle* that consists of nearly level, very deep, well-drained Barbour and Trestle soils on low terraces along small, high gradient streams. This soil encompasses areas south of the Emory Brook including properties on both sides of Wagner Avenue. The second most common soil type is *TtB - Tuckhannock-Chenango* consists of gently sloping, very deep and somewhat excessively drained soils.

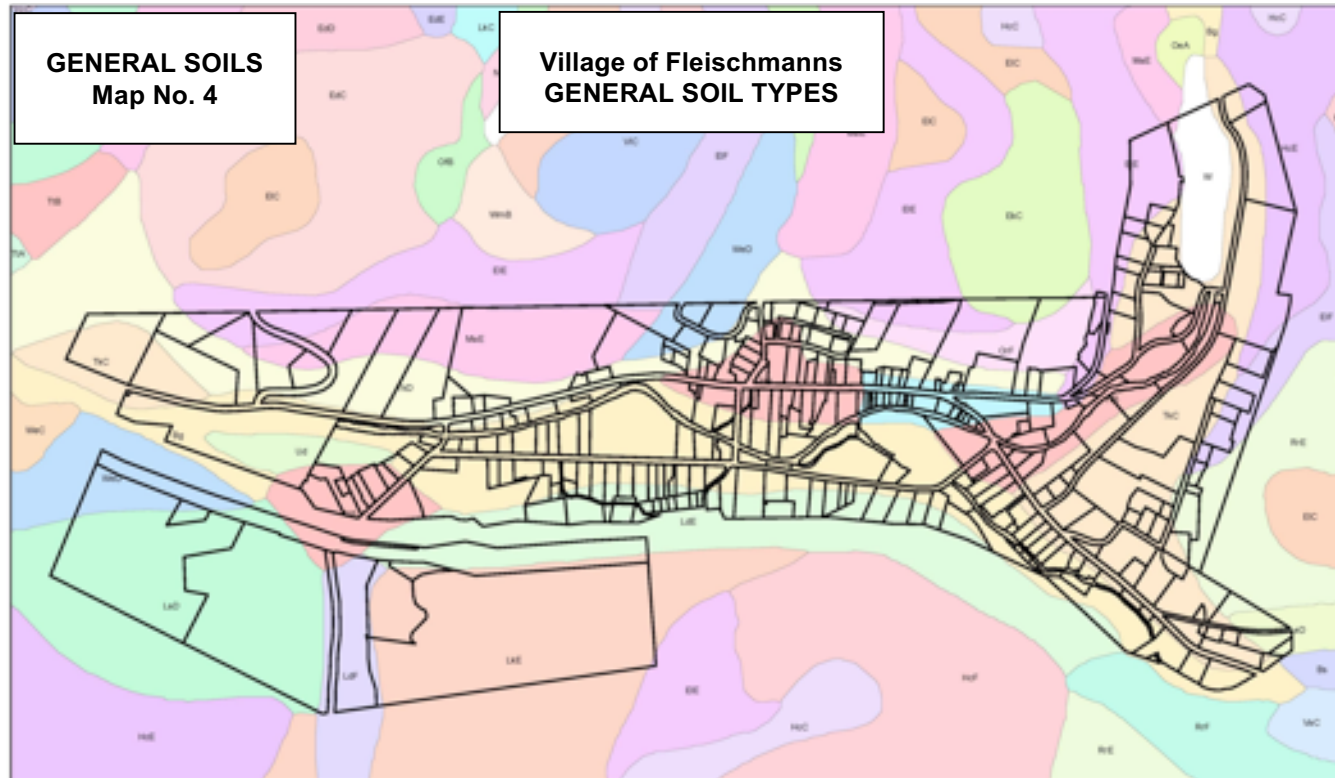
“A STORMWATER POLLUTION PREVENTION PLAN, IN ACCORDANCE WITH NYSDEC REGULATIONS, IS REQUIRED FOR ANY CONSTRUCTION OPERATION THAT WILL DISTURB ONE OR MORE ACRES IF CONSTRUCTING SOMETHING OTHER THAN A SINGLE-FAMILY RESIDENCE.”

These soils are found on alluvial fans where narrow side streams enter main valleys. This soil type is found in the vicinity of Vly Creek, along Main Street and Depot Street. Due to rare potential for flooding, dwellings with basements are not recommended on these soils. The ridgelines north of Main Street contain *Tkd-Tunkhannock* gravely loam soils that consists of strongly sloping, very deep and somewhat excessively drained soils with slopes of 8-15%. The uplands along NYS Route 28 consist of *LdE - Lackawanna-Bath* soils, with slopes of 15-35% consisting of steep very deep and well-drained soils.

The western half of Fleischmann's Heights consists of *LaD - Lackawanna Soils* with slopes of 15 to 25% consisting of steep well-drained soils. The eastern half consists of *LkE - Lewbeach-Lewbath* soils with slopes of 15 to 35% with steep well-drained soils.

The construction of dwellings with basements is severely limited on the LaD, LdE, LkE and TkD soils. Fleischmanns' soils are not well-suited for septic systems. Without its Waste Water Treatment Plant (WWTP) its ability to allow future growth would be limited.

“IT IS USEFUL TO CONSIDER THE SPECIFIC SOIL CONDITIONS IN A COMMUNITY IN DIRECTING GROWTH TO AREAS THAT CAN SUPPORT DEVELOPMENT WITHOUT HIGH CONSTRUCTION COSTS.”



Hydric Soil: A soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part.

5.5 Stream Corridor Management

The Delaware County Soil & Water Conservation District and New York City Department of Environmental Protection in conjunction with the County Department of Planning developed *The East Branch Delaware River Stream Corridor Management Plan*. Fleischmanns lies within the Bushkill Sub Basin of the East Branch Delaware River Corridor where the Vly Creek and Emory Brook enter the Bush Kill mainstem. The Vly Creek and Emory Brook are classified by the NYSDEC as Class B trout and trout spawning streams. These streams provide an important recreational resource and the trout habitat must be protected.

The *Stream Corridor Management Plan* identifies specific issues within this portion of the stream corridor. The following is taken from the Stream Corridor Management Plan:

"This reach is approximately 4,627 feet long and ends where both Vly Creek and Emory Brook enter the Bush Kill mainstem. This channelized stream runs through a broad valley and through the Village of Fleischmanns. There are two bridges that cross over the Bush Kill, both within the village on Depot Street and Bridge Street. The corridor is "built-up," with 60% considered urban area. Narrow riparian vegetation buffers that are 0-25 feet wide run the entire length of the left bank and almost 80% of the right bank. Eroding banks in this reach account for 19% of the entire stream length.

There are only a few gravel deposition features in this reach due to the inability of the channelized stream to meander. Roughly half of the reach has a berm on at least one streambank. The downstream portion of this reach has a berm on the left bank and the right bank is a steep valley wall. The stream has no access to its floodplain in this area during high water events. This creates a very entrenched channel that puts more shear stress on the streambanks. About 95% of the eroding banks are located in this part of the stream. Revetments of many different types cover 41% of the entire stream reach length. This stream reach, like any stream that runs through a populated area, has been channelized, manipulated, and maintained for a long time.

Through the Village of Fleischmanns, different types of walls were built to prevent the stream from meandering. Many of these walls are in poor condition and should be repaired or modified in places where there is potential for failure."

The continued development and material storage within the floodplain should be avoided since these activities will only exacerbate damages during future similar sized floods. Flood hazard mitigation and improved floodplain management are a priority for this reach. So too is the conservation of trout habitat due to its importance as a recreational resource.

The recommendations of the *East Branch Delaware River Stream Corridor Management Plan* are incorporated herein by reference.

"THE VLY CREEK AND EMORY BROOK ARE CLASSIFIED BY NYSDEC AS CLASS B TROUT AND TROUT SPAWNING STREAMS - PROVIDING AN IMPORTANT RECREATIONAL RESOURCE FOR LOCAL RESIDENTS AND VISITORS."

5.6 Riparian Zones

A riparian zone is the border between land and a flowing surface water body that is densely populated with plant species. The riparian zones along the Emory Brook, Vly Creek and Bush Kill are narrow and, where feasible, restoration efforts should be explored.

Perhaps one of the most important qualities of the riparian buffer zone is its ability to control erosion, and thus, to prevent sediment pollution. In a stream surrounded by a dense riparian zone, sediment pollution is controlled. Riparian zones with plant species with intricate root systems prevent erosion and undercutting of banks. In addition, the woody stems and grasses help to physically trap sediment by slowing down the water runoff from the surrounding area, allowing sediment to settle out.

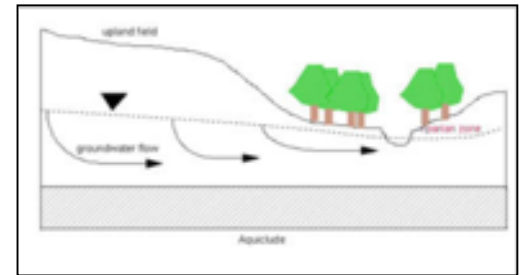
The branches, stems and leaves of these plants absorb the impact of raindrops. Decaying leaves and low-growing vegetation form a ground cover that further lessens the erosive force of raindrop impact. This ground cover slows runoff, increasing the amount of water that is absorbed into the soil and then released slowly into the stream, reservoir, groundwater or atmosphere. The water that is absorbed may contain nutrients, pesticides, and other pollutants that will eventually be taken up by plants or broken down over time.

By slowing runoff, trapping sediments, and increasing absorption, these plants act as a living filter to protect water quality. The riparian zone along the Emory Brook and Vly Creek is narrow and, where feasible, efforts to restore the riparian zone should be pursued in conjunction with the County Planning and Soil & Water Conservation.

Waterfront vegetation enhances habitat for wildlife and increases opportunities for wildlife viewing. Plants along waterways provide food and shelter for a variety of insects, amphibians, reptiles, songbirds, mammals and fish.

Maintaining or developing an attractive riparian zone can:

- Increase property values;
- Reduce property loss from excessive erosion;
- Protect water quality;
- Enhance wildlife habitat;
- Contribute to the natural beauty of the land;
- Dissipate noise from traffic, roads, and nearby properties;
- Reduce maintenance time and related costs;
- Provide privacy;
- Screen unsightly views; and
- Enhance scenic views.



Above (top to bottom): Illustration of process through which rainfall is absorbed into groundwater and aerial views of the narrow riparian zone along the Emory Brook and Vly Creek. The riparian zones along these streams play a very important role in protecting the Village's wells by acting as a natural filter while stabilizing stream banks.

Research shows riparian zones are instrumental in water quality improvement for both surface runoff and water flowing into streams through subsurface or groundwater flow. The Village Board must play an active role in protecting the riparian zones along all stream courses.

5.7 Tree Preservation & Conservation

Trees, shrubs and other plant materials add four-season living color, texture and visual interest to the landscape of the Village of Fleischmanns. There is an abundance of street trees, lawn trees, shrubs and other plantings throughout the Village that help to define its small town charm and make it an attractive community in which to live and visit. It is important that the Village play an active role in conserving this natural resource and encouraging new tree plantings.

Throughout the Village, mature street trees are the most prominent form of plantings along the street. Street trees help to soften the hard surfaces of sidewalks, off-street parking areas and streets and help to define the pedestrian right-of-way by providing a buffer between the street and the sidewalk. Over time the Village has lost a number of street trees due to age, disease and excessive pruning of branches away from overhead utilities. This Plan recommends that the Village pursue conservation measures to conserve its existing inventory of deciduous street trees and that it also continue its ongoing street tree replacement program for both residential streets and along Main Street.

Within the Main Street business district, deciduous street trees were planted. Unfortunately, the species of trees selected were inappropriate for where the trees were planted (e.g. under overhead utility lines). The photo to right shows how these street trees have grown into the overhead wires. As a result, these trees will soon have to be pruned. The selection of an appropriate street tree species for placement under overhead utilities - such as flowering cherry, dogwood or crabapple - would help to avoid this situation.ⁱⁱ

In general, street trees should be deciduous and not coniferous trees. Deciduous street trees provide an effective shade canopy in the summer and visual interest during the stark winter months - without blocking the winter sun. On residential streets, street trees should be planted within a planting strip between the sidewalk and the curb. Street trees on commercial streets can be planted within a planting strip, containers, or within the sidewalk when surrounded by water-permeable tree base covers that protect the tree and allow pedestrians to walk on the covers.

When selecting a tree species, consideration must be given to the size of the mature canopy and root system, so that trees will not compete for light or nutrients. Species must also be selected that are hardy and tolerant of road salts deposited during the winter months. Street tree conservation and replacement along Main Street should continue as well as efforts to replace street trees in residential neighborhoods throughout the Village.

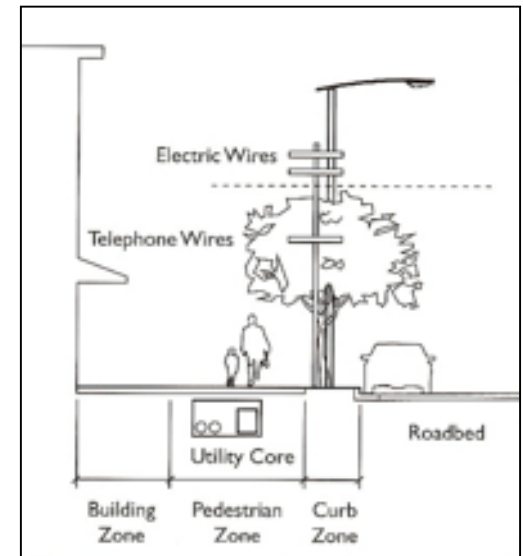


Illustration: Street tree placement should take into consideration the presence of utilities underneath or electric wires overhead. Trees should be selected such that mature tree height is less than the height of any wires, or trees should be pruned below wires. Alternate species are needed along Main St.

Source: Planning & Urban Design Standards.

Within the Main Street business district, the existing buildings are in close proximity to the sidewalks leaving little room for planting strips. There may be room in the vicinity of the Post Office to plant street trees on the edge of the sidewalk if surrounded by a water permeable tree base cover. In the vicinity of the Tinder Box, street plantings are limited to planter boxes.

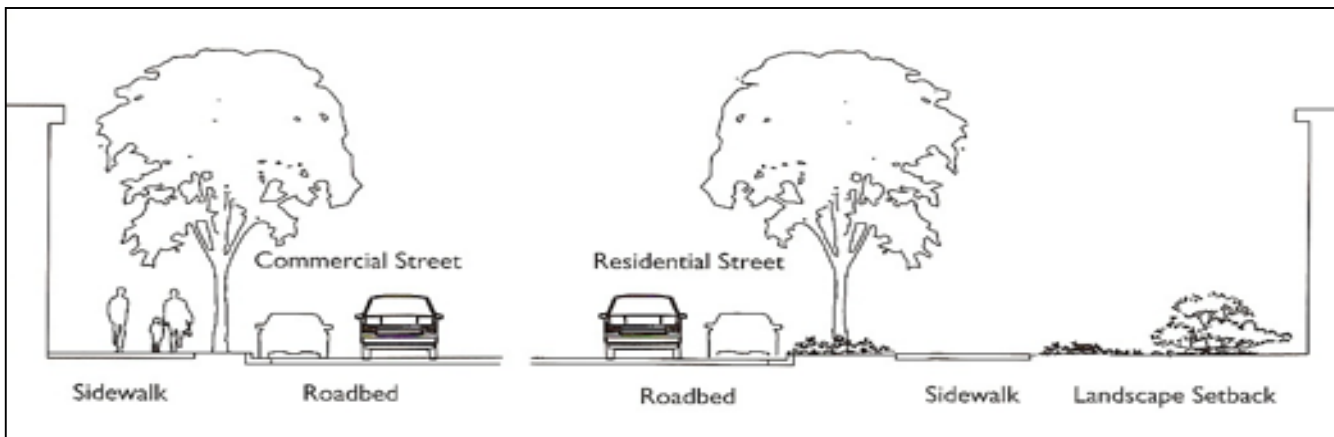
Street trees provide many community benefits. There are studies that show that drivers tend to drive slower on streets that are lined with street trees. The trees provide a canopy that encloses the street that creates a calming effect. Street trees also help to protect air quality by absorbing carbon dioxide from automobiles and releasing oxygen. A large mature canopy of leafy deciduous trees also helps to absorb noise generated from traffic that in turn reduces ambient noise levels within the Village. Trees

Finally, street trees also provide a physical and psychological buffer between the sidewalk and the street that makes pedestrians feel safer which encourages walking.

In summary, street trees provide these benefits:

- Calm traffic;
- Protect air;
- Encourage walking;
- Contribute to Village's natural beauty
- Reduce noise; and
- The International Society of Arboriculture estimates that the improvement in curb appeal due to street trees increases real estate values by 20%.

Specific recommendations for conserving trees and encouraging new plantings is included in the summary of this chapter.



also add to the natural beauty of the Village.



5.8 Energy Conservation

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is a voluntary standard for developing high-performance, sustainable buildings. Members of the U.S. Green Building Council (USGBC), representing all segments of the building industry, developed LEED. LEED standards have been developed for the following:

- New commercial construction and major renovation projects;
- Existing building operations; and
- Commercial interior projects.

LEED defines quantifiable measures for rating development projects based upon the number of points achieved by a project, out of a 69 possible. The scale is as follows:

LEED certified: 26 to 32 points;
Silver level: 33 to 38 points;
Gold level: 39 to 51 points; and
Platinum level: 52 plus points.

Within the rating system there are six (6) general LEED categories: Sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and innovation in design. Each of these categories impacts the overall LEED score. The following is a brief summary of each category.

Sustainable sites. Development on prime farmland, lands less than five feet above the floodplain, or closer than 100 feet from a wetland or stream are not considered sustainable. Credits are given for infill development, development near existing infrastructure and redevelopment of brownfield sites.ⁱⁱⁱ

Water efficiency. Points are given for water-efficient fixtures and landscaping that reduces the need for irrigation.

Energy and atmosphere. Emphasis is on energy savings through insulation, efficient mechanical systems, alternative energy sources and renewable energy.

Materials and resources. Focuses on the environmentally preferable materials.

Indoor environmental quality. Focus is on low or no volatile organic compounds materials.

Innovation in design. Given to performance above the five other categories.

This Plan recommends Fleischmanns encourage the use of LEED technologies in the design of its municipal buildings as well as new private sector buildings. During site plan review, the Planning Board should ensure that new buildings are placed in a manner that maximizes energy efficiency. Education and outreach regarding LEED techniques [are needed](#) in order to raise community awareness of its benefits is also recommended.

“THE VILLAGE SHOULD ENCOURAGE LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED) IN NEW DEVELOPMENTS THAT ARE PLANNED WITHIN THE COMMUNITY AS WELL AS ALTERATIONS TO ITS EXISTING BUILDINGS IN ORDER TO CONSERVE ENERGY.”

5.9 Night Sky

During the public participation process, a number of residents spoke of the *night sky* as a natural resource that must be protected. Residents were concerned with *light pollution* and the need to keep lighting from trespassing onto adjoining properties and into the night sky.

The Planning Board can do its part to preserve night sky by ensuring that lighting is sufficient for the proposed land use but not excessive. To this end, it is recommended that lighting be limited to 2.0 foot-candles within off-street parking areas and that lighting be designed in a manner that keeps the light entirely on the subject site, away from adjoining properties, and out of the night sky.

To accomplish this goal, the Planning Board should require developers to install lighting fixtures with a horizontal cutoff lens so that light is directed to the ground and not into the night sky. The Village should also encourage its residents and businesses to employ night sky-friendly lighting techniques such as adding hoods to area floodlights, replacing existing yard lights with those fixtures that include an opaque reflector and using downlit lighting for signage.

The *Otsego County Conservation Association* developed a wonderful pamphlet that addresses light pollution called “Starry Nights in Otsego County.” The Fleischmanns' Planning Board is encouraged to use this pamphlet as a guide.

5.10 Recommendations

There are a variety of land use policies that the Village can employ to protect its natural resources including the following:

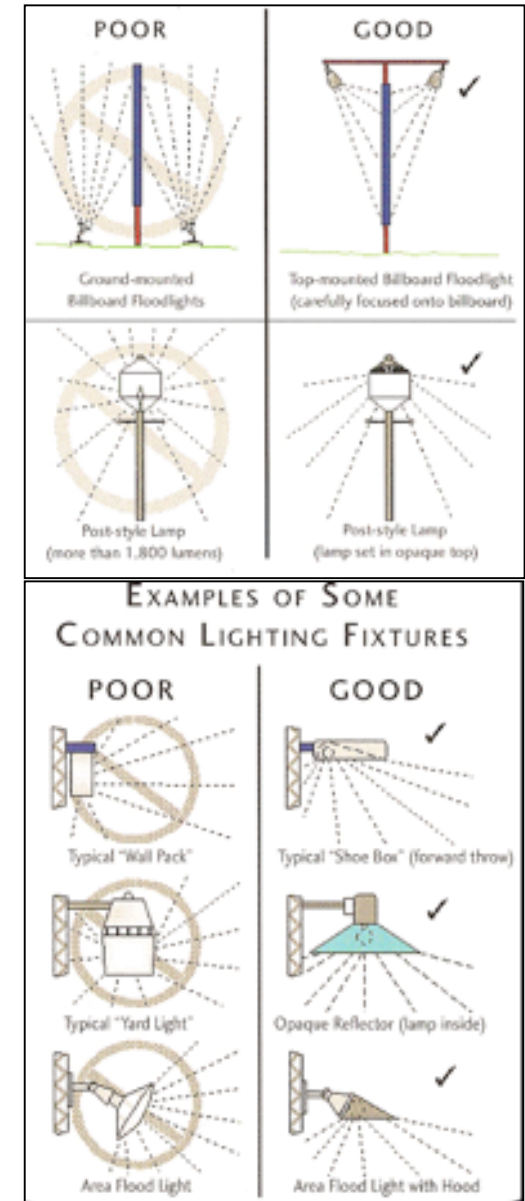
5.10.1 Steep Slopes

Restrict development on slopes that are greater than 15% (steep slopes). When a developer proposes to disturb a portion of a site with steep slopes a sediment & erosion control plan should be required by the Planning Board.

5.10.2 Water Resources

Ensure that new development is conducted in compliance with federal and State wetland regulations. Proposed actions should avoid disturbance of all wetlands, regardless of their federal or state jurisdictional status, to the greatest extent practicable. Furthermore, development should be designed to avoid or minimize disturbance within the 100-foot buffer of all NYSDEC regulated wetlands.

Require developers to identify wetlands through an on-site survey and provide a wetland delineation plan. The absence of wetlands on federal and state maps does not necessarily indicate that wetlands are not present on a property. The Planning Board should require on-site survey when there is a question as to whether wetlands are present on a project site.



Above: Examples of “Poor” and “Good” lighting fixtures.

Source: Otsego County Conservation Association
“Starry Nights in Otsego County”

Implement recommendations contained within the Village's 2005 Source Water Protection Plan. Fleischmann's public water supply is derived from one well in the Village - the other water sources are located in the Town of Middletown. The Village can take additional steps to protect its potable water supply by working with the Town of Middletown to limit certain land uses within close proximity to its wells and springs and/or developing additional standards for land uses within its aquifer recharge areas.

Regulate development of buildings and impervious surfaces or storage of materials within the 100-year floodplain. Carefully review applications for development on lands within the 100-year floodplain. This will help to prevent future loss of property and life due to flooding.

Require Storm Water Pollution Prevention Plans (SWPPP) in accordance with the NYSDEC State Pollution Discharge Elimination System (SPDES) general permit for commercial developments or major subdivision applications. A SWPPP helps to ensure that post-development runoff rates from a site do not exceed the rates that existed pre-development. Such plans also provide for the treatment of runoff and the release runoff at controlled rates to protect the quality of surface waters and prevent flooding from storm events. NYSDEC regulations require a basic SWPPP for single-family developments that disturb 1 to 5 acres of topsoil. A full SWPPP is required for commercial developments that disturb one or more acres of soil.

Encourage the use of retention/detention basins that are an integral part of the overall site plan or subdivision plan. Detention and retention basins should be used to ensure that post-development runoff from sites is not increased.

Enforce NYSDEC requirements to maintain setbacks between development and adjacent watercourses while seeking waivers to permit infill development on vacant lots along Main Street. During the site plan and special permit review process, applicants should be required to show existing watercourses and required setbacks on their site plans. Where feasible, required NYSDEC setbacks should be provided. However, waivers should be sought to permit infill development on vacant lots along Main Street in order to promote needed reinvestment.

Ensure that development proposals adhere to the NYC Watershed Rules and Regulations for the Protection from Contamination, Degradation, and Pollution of the New York City Water Supply and its Sources. According to the NYC Watershed Regulations, Section 18-39 titled "Stormwater Pollution Prevention Plans (SWPPP) and Impervious Surfaces," there are a number of activities that require a NYCDEP approved SWPPP. These include new impervious surfaces within 100 feet of a watercourse or wetland within an area of a village zoned for commercial or industrial purposes; a land clearing or grading project that involves the disturbance of two (2) acres within 100 feet of stream or wetland or on a slope exceeding 15%.

The following activities require a NYCDEP approved Stormwater Pollution Prevention Plan:

- New impervious surfaces within one-hundred (100) feet of a watercourse or wetland within an area of a village zoned for commercial or industrial purposes;
- A land clearing or grading project that involves the disturbance of two (2) acres within 100 feet of stream or wetland, or on a slope exceeding 15%;
- Plans for development or sale of land that will result in the disturbance of five (5) or more acres of total land area;
- Construction of new industrial, municipal, commercial, or multi-family residential project that will result in creation of an impervious surface totaling over 40,000 square feet;
- Construction of a gasoline station; or
- Construction of an impervious surface for a new road.

Source: NYC Watershed Rules & Regulations

5.10.3 Soils

Where proposed development involves grading of the site or cutting and filling operations require a Sediment & Erosion Control Plan. Generally, development on sites should work with the topography of the site and avoid excessive grading of the site. Where grading is proposed, a sediment & erosion control plan should be provided.

5.10.4 Stream Corridor Management

Work with Delaware County Soil & Water Conservation District and NYCDEP to implement recommended streambank stabilization project within the Village of Fleischmanns. The East Branch Corridor Management Plan specifically identifies the need to repair or modify existing walls along the Emory Brook and Vly Creek.

5.10.5 Riparian Zones

Restrict cutting of live and healthy trees along the banks of all stream courses in the Village. The cutting of live and healthy trees along banks streams should be prohibited since these plants provide excellent bank stabilization.

Remove dead and unhealthy trees within riparian zones. Dead trees serve no purpose for bank stability and may greatly destabilize streambanks by pulling up soil with the root mass and changing flow patterns and velocities.

Create a public information brochure regarding the importance of retaining the riparian zone along streams. The Village should take proactive measures to educate the public about the importance of retaining mature trees within the riparian zones along the banks of the Bushkill, Emory Brook, Little Red Kill, Vly Creek, [Bush Kill](#) and other stream courses.

5.10.6 Tree Preservation & Conservation

Enlist the services of an arborist to develop a coherent long-term plan for street tree conservation in the Village. Such a plan would identify existing trees with diseases, areas where trees are needed, techniques pruning trees, the species of trees that are desirable and tree planting schedule for the Village. Such a plan would help to ensure that new street trees do not interfere with overhead utilities or uproot sidewalks. Flowing cherry, dogwood or crabapples are a few of the recommended street tree species.

Develop standards for the planting of street trees associated with new developments. The Village should require developers to provide a tree survey showing all trees with a caliper of over six (6) inches when seeking site plan or subdivision approval. It should use this tool to conserve as many mature trees on site as possible and should take the additional step of developing standards for the planting of street trees associated with all new development. Over time, such standards will help to ensure that new development complements the rest of the Village's streetscape.

“GIVEN A LIMITED BUDGET, THE MOST EFFECTIVE EXPENDITURE OF FUNDS TO IMPROVE A STREET WOULD PROBABLY BE ON TREES. MOREOVER, FOR MANY PEOPLE TREES ARE THE MOST IMPORTANT SINGLE CHARACTERISTIC OF A GOOD STREET.”

Allan B. Jacobs

5.10.7 LEED

Encourage Leadership in Energy Conservation and Design (LEED). The Village should encourage the use of LEED technologies in the design of new buildings. The Planning Board when reviewing developments should ask applicants to consider the placement of new buildings in a manner that maximizes energy efficiency and sustainability.

Create a public information program concerning the benefits of LEED Design for homeowners and businesses. The Village should coordinate with County, not-for-profit and regional agencies to provide education and outreach regarding LEED techniques in order to raise community awareness of its benefits.

Explore opportunities to expand the use of renewable energy sources in the public and private sector. The use of renewable energy sources can help to reduce greenhouse gas emissions while providing the public and private sectors with a sustainable energy supply. This Plan strongly supports efforts by the Village Board to integrate the use of renewable energy sources within its public buildings and vehicle fleet. The Village Board should also provide letters of support to the private sector when they are seeking grants or tax credits to incorporate the uses of renewable energy sources in their homes or businesses. The New York State Energy Research and Development Authority provides a variety of grants for such purposes.

5.10.8 Night Sky

Require lighting fixtures with a horizontal cutoff lens so that light is directed to the ground and not into the night sky. The Planning Board can do its part to preserve night sky by ensuring that lighting is sufficient for the proposed land use but not excessive. To this end, it is recommended that lighting be limited to 2.0 foot-candles within off-street parking areas and that lighting be designed in a manner that keeps the light entirely on the subject site, away from adjoining properties, and out of the night sky. These standards should apply to new developments and the proposed reuse of existing commercial properties. Residents should also be encouraged to employ night sky measures. Finally, the Village Board should work with NYSEG to replace the cobra streetlights with pedestrian-oriented street lamps that direct light downward.

5.11 Funding Sources

There are a variety of State and regional agencies that provide funding for natural resource protection and energy conservation. These include, but are not limited to, the New York State Department of Environmental Conservation, NYC Department of Environmental Protection, Catskill Watershed Corporation and New York State Energy Research and Development Authority. Specific programs may vary from year-to-year so it is important for the Village Board to work with State, County and regional agencies to track when funding is available.

“EXPLORE OPPORTUNITIES TO EXPAND THE USE OF RENEWABLE ENERGY SOURCES IN THE PUBLIC AND PRIVATE SECTORS.”

CHAPTER 6.0 TRANSPORTATION

The Village of Fleischmanns' transportation system is comprised of its highways, streets, inactive rail line, sidewalks and recreational trails. The existing transportation system is highly effective in moving goods, vehicles and people within and through the Village. Together, these transportation systems have helped to shape Fleischmanns' character and will continue to influence its development in the future.

The components of the Village's transportation system often share the public realm across the entire public right-of-way resulting in the frequent interaction between pedestrian, vehicular and rail movements [e.g. streets and sidewalks]. It is thus important that all components of the transportation system be considered in relation to one another to ensure a safe and efficient transportation system.

We begin our transportation discussion with a focus on highways and streets. Each and every highway and street plays an important role in moving goods and people within and through the Village. The regional highway that bypasses the Village (e.g. NYS Route 28) is designed to carry traffic through the entire region. Its local streets are intended to channel traffic from local residences to collector streets. The function of each of the Village's highways and streets is discussed in Section 6.1.

6.1 Roadway & Highway Classifications

Highways are generally described by their functional classifications. The Institute of Transportation Engineers (ITE) has created a functional classification system for roadways that is described below.

Interstate and Limited-Access Highways: This type of highway moves large volumes of traffic at relatively high speeds to and from locations outside the region. Such highways have limited access via designated exits with no at-grade intersections. Examples include I-88 near Oneonta and the NYS Thruway near Kingston.

Arterial: The function of an arterial is to carry medium-to-heavy volumes of traffic at moderate to high speeds and provide access to major traffic generators. An example is NYS Route 28.

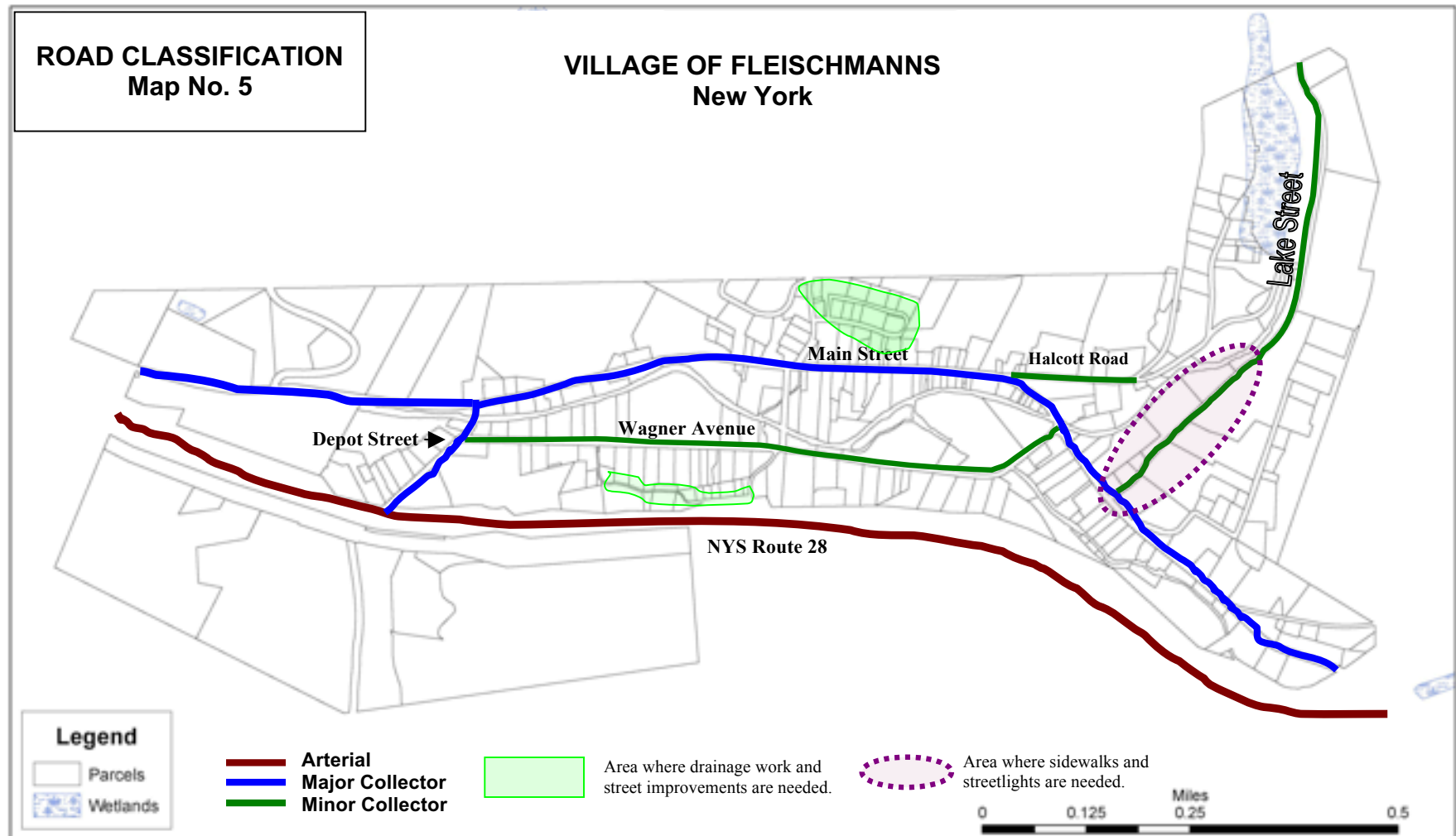
Major Collector: Provide connections between arterials and local roads at relatively higher speeds (e.g. Main Street and Depot Street).

Minor Collector: These roads provide connections between arterials and local roads at comparatively slower speeds and carry moderate volumes of traffic. Lake Street, Halcott Road and Wagner Avenue are three examples.

Local: This type of road provides direct access to abutting properties and channels local traffic to collector roads (e.g. residential streets). See Map No.5 -Road Classification on page 43.



Above (top to bottom): Aerial view of NYS Thruway Interchange in Kingston, NY; view of NYS Route 28 along with the rail bed of the Ulster & Delaware Railroad that runs parallel to the State Highway; and view of street pattern in Fleischmanns including collector roads and local streets. The Village has excellent access to NYS Route 28.



The Roadway Classification Map on the preceding page illustrates the Village's roadways in the context of the ITE system. For the purpose of this Comprehensive Plan, an important goal is to ensure that specific land uses are directed to roadways that best serve their transportation needs. For example, commercial and industrial uses should be directed to arterial and major collectors - not minor collectors or local streets where practical. One way to do this is to have a dedicated truck route to keep heavy truck traffic on arterials or major collectors and off of residential streets and minor collectors.

Deport Street and Main Street should be designated as the Village's truck routes in order to keep truck traffic off of Wagner Avenue. While Wagner Avenue is a minor collector, it is primarily a residential street where through traffic and truck traffic should be discouraged. The community swimming pool and park are also located on Wagner Avenue providing even more reason to discourage truck traffic on this residential street.

6.2 Level of Service

The ITE Highway Capacity Manual provides a description of how well traffic flows along highways and roadways that is referred to as Level-of-Service (LOS). The LOS on roadways is described in accordance with a six-step scale from A-F. The LOS A represents the free flow of traffic and a LOS F represents traffic congestion on an area roadway.

LOS A: Free traffic flow, with low traffic volumes and speeds at the posted speed limit.

LOS B: Is in the zone a stable traffic flow, with operating speeds beginning to be restricted somewhat by traffic conditions. However, drivers still have reasonable freedom to select their speed and lane of operation at Level B.

LOS C: Is in the zone a stable traffic flow, but speeds and maneuverability are more closely controlled by higher traffic volumes.

LOS D: Approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions due to traffic volumes.

LOS E: Level of Service E cannot be described by speed alone, but represents operations at even lower speeds than Level D, with volumes at or near the capacity of the highway. Flow of traffic is frequently interrupted with stop & go motion.

LOS F: Describes forced flow operation at low speeds, frequent stop and go motion, with high traffic volumes at capacity of the roadway.

Field observations during both weekday and weekends indicate that the level-of-service at key intersections within the Village is satisfactory. The level-of-service on the Village's arterial, major collector and minor collectors also flows freely. As redevelopment occurs, potential traffic impacts must be assessed and mitigated.

“WORK WITH NEW YORK STATE DEPARTMENT OF TRANSPORTATION TO DESIGNATE TRUCK ROUTES IN ORDER TO KEEP THROUGH TRUCK TRAFFIC OFF OF WAGNER AVENUE.”

6.3 Traffic Impact Assessment

While the level-of-service in the Village is satisfactory today, care must be taken in the review of development or redevelopment projects to ensure that new growth does not adversely affect traffic flow. To this end, the Planning Board should use the State Environmental Quality Review Act (SEQRA) process to effectively evaluate potential traffic impacts associated with development along with the appropriate mitigation measures to be provided by the developer. It is recommended that the Planning Board require a *traffic impact study* by an independent engineer for any application involving an activity likely to generate more than five-hundred (500) trip-ends per day based on the following daily rates:

Table 6-2 Trip Generation	
Land Use	Trip Ends
Convenience market	605.6 trip-ends per 1,000 sq. ft. gross
Industrial uses	3.3 trip-ends per employee
Institutional uses	4.0 trip-ends per employee
Fast-food restaurant	23.9 trip-ends per seat
Offices	6.0 trip-end per employee
Other commercial uses	50.0 trip-ends per 1,000 sq. ft. gross
Residential uses	9.6 trip-ends per dwelling unit
Restaurants	7.9 trip-ends per seat
Other uses	See ITE <i>Trip Generation Manual</i> .

It is further recommended that traffic impact studies examine existing and projected traffic flows before and after development and generally follows the guidelines set forth for such studies by the Institute of Transportation Engineers (ITE). The study should identify solutions to potential problems and any improvements needed. The Planning Board should approve the scope of the study in advance with the final product incorporated into the State Environmental Quality Review Act (SEQRA) submission.

6.4 Traffic Calming

The Institute of Transportation Engineers (ITE) defines traffic calming as the combination of mainly physical measures that reduce the negative effects of motor vehicle use and improve the conditions for non-motorized street users. Traffic calming includes the “three Es” – education, enforcement and engineering.

Education involves public outreach programs that are intended to raise public awareness of traffic calming measures being employed within a community and why such measures are needed. Traffic calming policies – such as yielding to pedestrians - are enforced by local law enforcement agencies. Engineering measures include a variety of traffic calming devices that can be built into proposals or public improvements. Such measures are used to reduce traffic speed are also intended to control driver habits in order to prevent traffic conflicts.

“TRAFFIC CALMING INVOLVES THE “THREE ES” - EDUCATION, ENFORCEMENT AND ENGINEERING.”

6.4.1 Education

The Village of Fleischmann's has a large influx of summer visitors from the metropolitan New York area. Many summer residents are use to walking, but the relatively low traffic volumes in Fleischmanns (compared to New York City) encourages some visitors to walk in the street. Such practices can cause traffic hazards and vehicular-pedestrian conflicts that can be easily avoided if all residents simply utilized the existing sidewalk system. To address this seasonal issue, it is recommended that the Village Board develop a public education program to remind summer residents of the importance of using the existing sidewalk system and not walking in public streets.

6.4.2 Enforcement

Traffic laws related to speed limits, on-street parking, designated truck routes and yielding to pedestrians all play an important role in maintaining smooth and safe traffic flow. The Village Board should work with local and State law enforcement agencies to ensure that motorist obey traffic laws. Doing so will help to improve pedestrian safety while reducing the adverse impacts associated with motor vehicle use.

6.4.2 Engineering

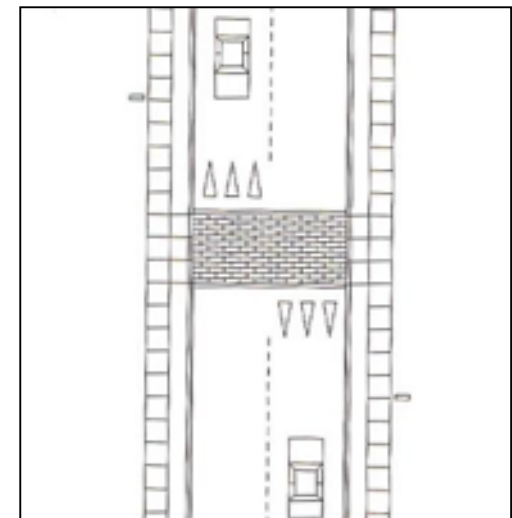
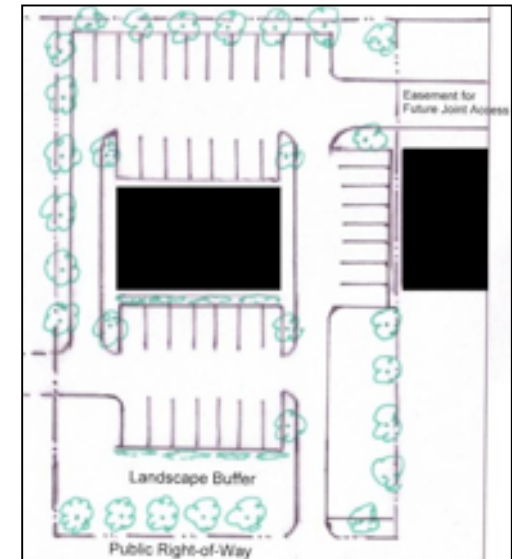
Traffic calming measures related to engineering are intended control driver habits by controlling access, speed and direction of traffic flow.

Traffic engineering solutions include traffic signals, "enter only" - "exit only" driveways, "right-turn in" and "right-turn out" only driveways, pedestrian crosswalks, and joint access driveways between adjacent properties to reduce the number of curb cuts onto local roads and highway. During site plan review, it is important that the Planning Board consider the use of engineered traffic calming measures to maintain a satisfactory level-of-service on local streets and to provide for pedestrian safety.

As cars enter or exit driveways they interfere with smooth traffic flow on local streets. Reducing the number of curb cuts along a road is an effective way to maintain uninterrupted traffic flow. A *cross access driveway* linking adjacent sites to one another is an engineering solution that can be used to effectively reduce the number of curb cuts on local roads. The concept is illustrated in the drawing to the right.

Other traffic calming measures include textured crosswalks that are used to alert drivers when they are approaching a pedestrian crossing. Textured surfaces are installed flush with the roadway surface and are used to accent the pedestrian crosswalk. These are usually used in conjunction with electronic crossing signals.

It is recommended that pedestrian crosswalks be established in the vicinity of the municipal parking lot on Main Street and another in the vicinity of the Fleischmann's Post Office along Main Street.



Above (top to bottom): Illustration showing cross access driveway and easement used to reduce the number of curb cuts on local streets; illustration showing textured crosswalk that is used to slow traffic as it approaches pedestrian crossings. Within off-street parking areas raised crosswalks may be used - but not on local streets.

6.5 Pedestrian Policy

It is important that pedestrians are able to move safely throughout the Village and one of the best ways to ensure safe movement of pedestrians is through a well-maintained and comprehensive system of sidewalks and interconnected system of public walkways and trails. Sidewalks share the public right-of-way with the street while walkways and trails are separated from it.

The Village of Fleischmanns is a very *walkable community* - meaning it is relatively easy for pedestrians to get from one place to another on foot with a modest amount of effort. Its density of development, modest change in elevation (at least within the core of the community) and tree-lined streets all add to the pedestrian's comfort. Presently, the existing sidewalk system effectively links residential areas to institutional uses and the Main Street business district. However, there is room for improvement.

While many of Fleischmanns sidewalks are well maintained, however there are certain areas where sidewalk repair or replacement is needed. One area where sidewalks need replacement is along Wagner Avenue. The houses along Wagner Avenue are historically significant and form the core of the *Village of Fleischmann's Historic District*. The Fleischmanns' community swimming pool, public park and the B'nai Israel Congregation Synagogue are also located along this minor collector that accommodates a high volume of pedestrian traffic.

It is thus important that the condition of sidewalks along Wagner Avenue be well maintained in order to ensure pedestrian safety, comfort and the integrity of the Village's historic district. The existing condition of the sidewalks along the south side of Wagner Avenue varies from "good condition" to "fair condition" to "poor condition." Some of the worst segments were patched or replaced with asphalt. The existing asphalt sections are poorly maintained and crumbling and need to be replaced [see photo to right].

It is recommended that the Village Board develop a sidewalk specification for Wagner Avenue so that as sections of the sidewalk are replaced they compliment existing sidewalk segments. It is further recommended that asphalt not be used for any sidewalks within the Village of Fleischmanns' historic district. Rather, the Village should either use concrete - or where feasible or cost-effective to do so - *bluestone sidewalks*.

It is also recommended that certain sections of sidewalks within the Main Street Business District be replaced. For example, the segment in front the U.S. Post Office is cracked, uneven and has been patched a number of times. The Post Office probably has the highest pedestrian traffic of any institution in Fleischmanns and this segment of sidewalk needs to be in "good" not "poor" condition. Similarly, the sidewalk segment in the vicinity of the Family Eatery is also in "poor" condition and should be replaced.



Above (top to bottom): A section of deteriorated asphalt sidewalk along Wagner Avenue in front of the historic White Hall Inn; and a section of broken and patched concrete sidewalk along Main Street in the front of the Family Eatery. The sidewalk in front the Fleischmanns' Post Office is in similar "poor" condition. Sidewalk improvements in these areas are needed.

A sidewalk improvement program would begin with an inventory of its existing sidewalk segments and rating of the sidewalk segments as either good, fair or poor. From this point, a capital improvement program can be developed to schedule the replacement of sidewalk segments over a period of time. A sidewalk improvement program will better enable the community to maintain its sidewalk system and also open up additional opportunities to secure State and federal grants for such purposes.

Streets and sidewalks that are accommodating to pedestrians enhance the liveliness of the street, encourage people to walk and enhance the sense of community. Within the Main Street business district, sidewalks also provide a space for public gathering and social interaction. It is recommended that more benches and street trees be placed along Main Street in the heart of the mixed use business district.

The illustration to the right shows the ideal streetscape where the pedestrian and vehicular environments are well-defined, street trees provide shade and street furniture is provided to give pedestrians a place to rest and congregate. In this illustration, adequate space is reserved within the sidewalk width for the pedestrian as well as persons with disabilities. The use of an awning also helps to enhance pedestrian comfort by providing shade and shelter during inclement weather. Incorporating these principles into the design of street improvements will enhance the social and economic vitality of Main Street.

Village of Fleischmanns, New York

6.6 Trails and Bikeways

The Village's pedestrian circulation system could be further enhanced through the creation of dedicated trails and bikeways.

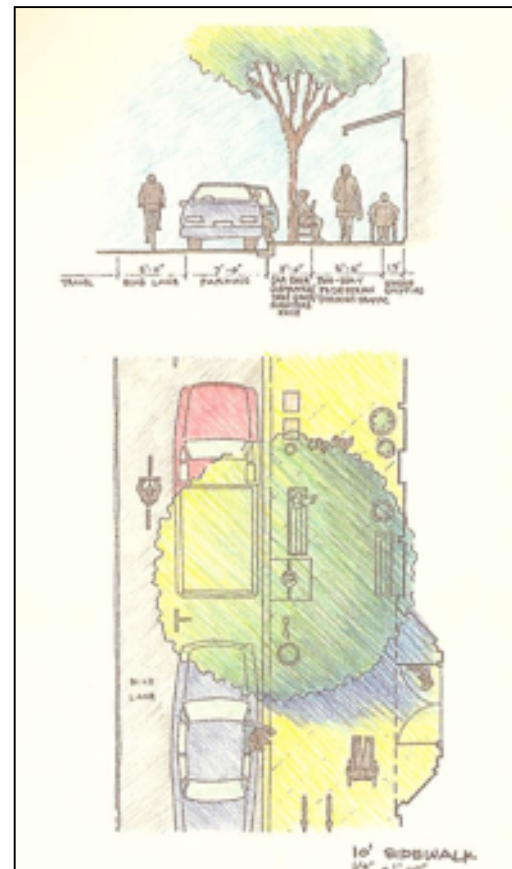
One area that lends itself to dedicated walking and biking paths is in the vicinity of [Fleischmanns Park](#). In this area, the creation of a dedicated walking and biking paths for a short distance could enhance non-vehicular access to the Village Park. The creation of a dedicated pedestrian bridge crossing the Emory Brook could be used to improve pedestrian and bicycle access to the park. It would also open up the opportunity to create additional off-street parking north of [Emory Brook](#) that could be used during special events [see Map No. 6 on [page 51](#)].

The creation of additional off-street parking and trail segments will require property acquisition or conservation easements from willing property owners. The creation of these trails would increase the availability of off-street parking near the park without compromising the integrity of the Mountain Athletic Club Grounds that are historically significant [see Map No. 6].

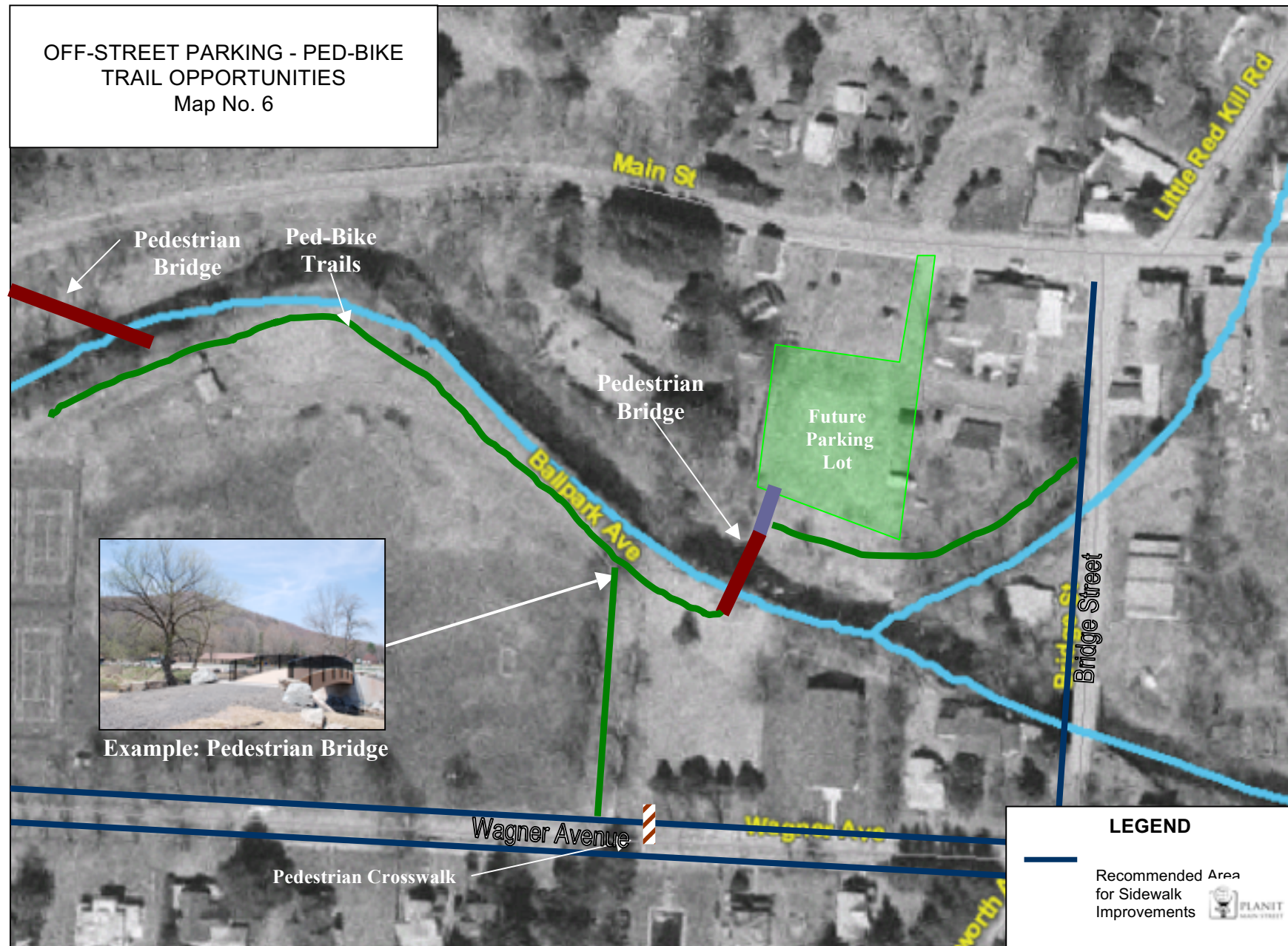
The creation of a pedestrian bridge, trails and off-street parking area as shown on Map No. 6 is strongly supported by this Plan. The Village Board will have to work with County and State agencies to secure funding to further plan and construct such improvements. [State and federal grants are available for trails and bikeways.](#)

“STREETS AND THEIR SIDEWALKS, THE MAIN PLACES OF A CITY, ARE ITS MOST VITAL ORGANS.”

Jane Jacobs



Source: *Creating Livable Streets* – Metro 2002, Portland Oregon



The Village Board should work with State, county and regional agencies, along with neighboring towns, to explore opportunities to link nearby public hiking trails to Fleischmanns. For example, a hiking trail could be established from the Village of Fleischmanns to the existing public hiking trails at Belleayre Mountain. There may also be an opportunity to create a connection to the public hiking trail system within the Emory Brook Preserve that is situated to the east of the Village of Fleischmanns.

During the spring, summer and fall, these trails could be used for hiking and walking. During the winter months, some might be used for cross-country skiing. Linking the Village to regional public hiking trails would open up the opportunity for Fleischmanns to position itself as a hub or "base camp" for regional hiking by providing a direct connection from the Village to these recreational resources. It would also improve recreational opportunities for local residents.

The New York State Parks & Recreation Community Grant program provides funding for sidewalk improvements, trails and the creation of pedestrian linkages. Eligible projects include facilities that promote recreation and preserve natural resources. It is recommended that the Village Board work with State and county agencies to identify eligible projects and work together to pursue NYS Parks & Recreation Community Grants when such funding opportunities are announced by the State.

Village of Fleischmanns, New York

6.7 Off-Street parking

The Village of Fleischmanns maintains an exiting off-street parking lot on the south side of Main Street - due west of the business district. There is a need to provide more off-street parking within the core of the Main Street business district in order to encourage reinvestment in many of the vacant buildings.

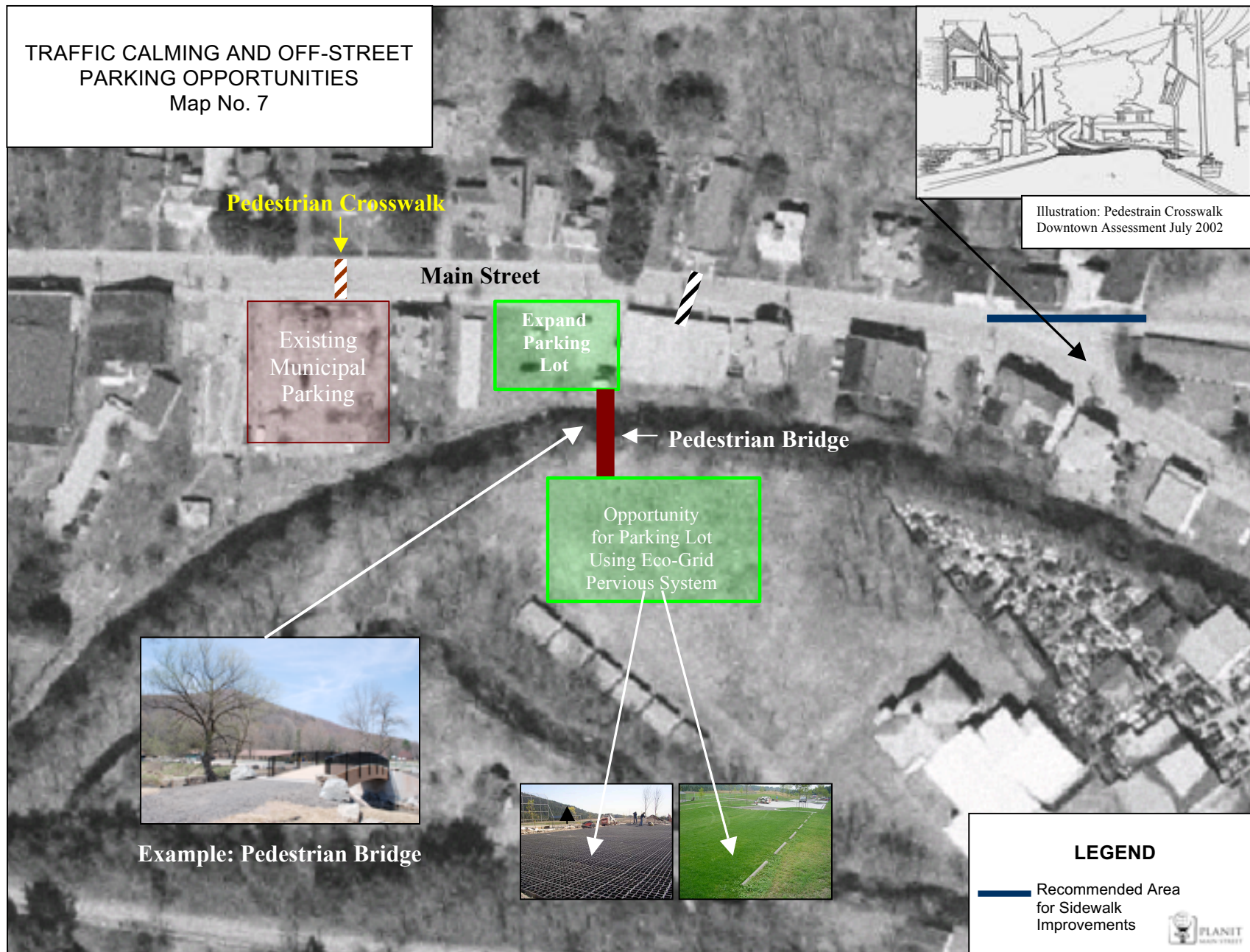
Due to the high percentage of vacant buildings along Main Street, motorists are typically able to find on-street or off-street parking spaces. However, this situation will change dramatically as vacant buildings become occupied with commercial and residential tenants.

It is strongly recommended that the Village Board work with existing landowners to identify opportunities for shared off-street parking facilities or the creation new municipal parking lots. There is an opportunity to expand the parking lot adjacent to the Fleischmanns' Supermarket and Post Office onto an adjoining vacant parcel. There may be an opportunity for a public-private partnership to create another shared parking facility at this location.

Another opportunity to expand off-street parking along Main Street is to construct a pedestrian bridge across the Emory Brook to a new off-street parking area [using an Eco-Grid pervious paving system] on the former Fleischmanns School property. The Village Board should explore each of these options [see Map No. 7].



Above (top to bottom): Fleischmanns Train Station on the Delaware & Ulster Railroad line in the vicinity of Fleischmanns Heights; portion of vacant lot next to post office that is used for off-street parking but could be improved; and view of possible location of pedestrian bridge that could be used to link to additional off-street parking behind the former Fleischmanns School [see Map No.7].



6.8 Public Transportation

Presently, public transportation that is available to Fleischmanns is very limited. Adirondack-Pine Hill-New York Trailways provides bus service between Oneonta and Kingston along NYS Route 28. There is a stop in Fleischmanns at Sam's Country Store at 1293 Main Street. Schedules vary depending on the season. The cost and frequency of service makes it inconvenient for most people to use it for commuting purposes. In years past, the NYSDEC operated a *jitney bus service* from Belleayre Mountain to the Village of Fleischmanns, but this service was discontinued.

The need for public transportation to meet the needs of Fleischmanns' senior residents will also grow as its population ages. It is recommended that the Village coordinate with Delaware County and New York Trailways to identify opportunities to expand public transportation services to Fleischmanns for its commuters and senior residents.

It is further recommended that the Village Board coordinate with NYSDEC and Delaware County's tourism and economic development agencies to re-establish the jitney bus service to Belleayre Mountain. This service provided great benefits to local residents who work at Belleayre and local businesses that benefited from the increased patronage that the jitney service helped to deliver. Re-establishing this service is an important public transportation goal.

6.9 Rail Service

The Delaware & Ulster Railroad is owned and operated by the Catskill Revitalization Corporation (CRC) - a 501-c-3, not-for-profit organization. Presently, the railroad runs an excursion train that originates at the Arkville Train Station. According to representatives from the D&U Railroad, their *Rip Van Winkle Flyer* has accommodated excursions from the Arville Station to the Highmount Station (at Belleayre Mountain). The CRC also owns and operates the *Catskill Scenic Trail* that runs from Hubbell Corners to Bloomville.

It is recommended that the Village Board reach out to the CRC to determine their plans and perhaps mutual interest in pursuing the [expansion of excursions or scheduled stops at the Fleischmanns Railroad Depot](#).

During the Comprehensive Plan Committee meetings, the concept of establishing commuter rail service from Fleischmanns to Kingston was also discussed. The Village of Fleischmanns Comprehensive Plan supports such efforts but recommends that resources be targeted to other transportation improvements discussed herein that are more likely to be funded in the short-term. These include recommended pedestrian bridges and connections, trails and off-street parking improvements discussed in Sections 6.4-6.7 above. A summary of the transportation policies and projects is provided in the Summary of Recommendations that follows.



Above (top to bottom): Photo of Delaware & Ulster Rail Road's Rip Van Winkle Flyer (courtesy D&U Railroad); Historic Tour Site marker at the Fleischmanns' Train Station in Fleischmanns' Heights and photo of tracks in the vicinity of Fleischmanns' Heights. The rail line and Fleischmanns Depot are underutilized assets. It will take proactive measures by the Village Board - in conjunction with State, county, regional and not-for-profit agencies - to improve rail service along the Delaware & Ulster Railroad.

6.10 Summary of Recommendations

The following is a summary of recommendations that are described in greater detail above.

6.10.1 Traffic Impact Assessment

Use the State Environmental Quality Review Process to Mitigate Potential Traffic Impacts. Require environmental impact statements for large-scale residential and commercial developments that may have an adverse impact on the transportation system.

Require a traffic impact analysis for uses with high-trip generation rates. Certain businesses such as gas stations and fast-food establishments generate high volumes of traffic. Where such uses are likely to affect the LOS on a roadway, a traffic impact analysis should be provided.

6.10.2 Traffic Calming

Develop a public education program and reach out to summer visitors to remind visitors of local traffic laws. Reach out to summer communities to gain their support in educating visitors of the importance of using the existing sidewalk system and not walking or strolling on local streets.

Create shared access driveways and easements. Where feasible, require joint access agreements between adjacent commercial properties in order to reduce the number of curb cuts.

Use textured surfaces for crosswalks to draw motorist's attention to the crosswalk. When used in conjunction with electronic crossing signals, textured surfaces can enhance pedestrian safety as well as the aesthetics of the streetscape.

Discourage through truck traffic on Wagner Avenue and work with NYSDOT to designate "truck routes". Through truck traffic should be directed to arterial roadways and major collectors and discouraged from traveling on local streets and minor collectors.

6.10.3 Pedestrian Policy

Create pedestrian crosswalks in the vicinity of the municipal parking lot on Main Street and another in the vicinity of the Post Office. These are recommended to calm traffic flow along Main Street and increase pedestrian safety and comfort.

Assess the condition of all sidewalks and create a sidewalk improvement program. Conduct an inventory of all existing sidewalks and rate their condition in order to establish a long-term sidewalk improvement program based on need. Once completed pursue State funding to make needed sidewalk improvements.

Use bluestone for sidewalks within the Village's historic district when financially feasible to do so. Bluestone sidewalks should be provided in the historic districts to help maintain the integrity of the Village's historic district.

***“ASSESS THE
CONDITION OF
ALL SIDEWALKS
IN THE VILLAGE
AND CREATE A
SIDEWALK
IMPROVEMENT
PROGRAM.”***

Strengthen the walkability of Fleischmanns by employing "Walkable Community" principles. Create a well-linked system of sidewalks and trails that encourage residents to walk from place to place within the Village. Studies have shown that places where people walk further each day tend to have fewer people who are at risk of health problems due to obesity.

6.10.4 Bicycle and Trail Policy

Create dedicated trails and bikeways to improve traffic safety and recreational opportunities for residents. In the vicinity of the Village Park, the creation of pedestrian-bicycle trail along the Emory Brook and installation of bike racks is recommend together with a pedestrian bridge. These facilities will improve access to the park and could also provide access to new off-street parking north of Emory Brook [see Map No. 6].

Coordinate with County and State agencies to secure funding to further plan and construct recommended trail improvements. The NYS Parks & Recreation Community Grant provides funding for sidewalk improvements, creation of trails and the creation of pedestrian linkages.

Coordinate with the Catskill Revitalization Corporation (D&U Railroad), NYSDEC and Delaware County to explore opportunities to expand frequency of excursion trains to Belleayre Mountain and provide scheduled stops at Fleischmanns Depot. The Village Board must take a proactive role to realize this goal.

Install bicycle racks on Main Street. Encourage bicycling by providing bike racks.

6.10.5 Off-street parking

Pursue public-private partnerships to expand off-street parking within the Main Street business district and near the Village Park. There may be opportunities for the Village and the local business community to work together to develop shared off-street parking facilities.

Evaluate tax foreclosure properties to determine whether they may be suitable for future off-street parking facilities. Rather than sell properties at tax foreclosure auctions, first evaluate potential public use and opportunities to use such property to implement the Village's Comprehensive Plan.

6.10.6 Public Transportation

Coordinate with New York Trailways and Delaware County to provide public transportation that meets the needs of Village residents and businesses. The Village needs to play an active role in ensuring regional agencies provide necessary services to its residents.

Coordinate with NYSDEC and Delaware County's tourism and economic development agencies to re-establish the jitney bus service to Belleayre Mountain. This service is critical to Belleayre employees who reside in Fleischmanns to the local businesses that benefit from the service that can bring patrons to the Village.

"WHERE YOU LIVE, AND WHETHER YOU CAN WALK IN YOUR NEIGHBORHOOD, MAY BE RELATED TO YOUR LIKELIHOOD OF SUFFERING FORM OBESITY OR OTHER DANGERS ASSOCIATED WITH A SEDENTARY LIFESTYLE."

*NEW YORK STATE
DEPARTMENT OF STATE*

6.10.7 Rail Service

Support efforts to bring tourism rail or commuter rail service to the Village along the Delaware & Ulster rail line. The tourism train would help to boost the local economy. Commuter rail service to Kingston would provide an important mode of transportation for residents. It would also be a catalyst for reinvestment in within the Village.

6.11 Funding Sources

There are a variety of grants that are available to help fund these efforts. Summaries of the more likely sources are provided below.

NYSDOT Transportation Enhancement Program

Every other year, the NYSDOT issues a Notice of Funding Availability (NOFA) for the Transportation Enhancement Program (TEP) that provides millions of dollars annually for a variety of multi-modal transportation and transportation related projects. The Village should pursue TEP funds during the next round of funding in 2010 for the proposed improvements identified herein. www.nysdot.gov

FHWA Scenic Byway Grant Program.

The *Central Catskills Scenic Byway* [NYS Route 28] traverses the Village of Fleischmanns. Each year the FHWA announces a round of Scenic Byway Program grants to eligible municipalities or not-for-profit organizations within designated Scenic Byways. Byway grants can be used to acquire property, develop visitors or interpretive centers, create scenic overlooks, creative interpretive materials and to make multi-modal transportation improvements that enhance the safety and experience of the Scenic Byway Traveler.

Fleischmanns' is an eligible recipients for these funds that could be used to fund improvements to the gateways leading into the Village.

www.bywaysonline.org/grants

NYSDOT Transportation Improvement Program

The New York State Department of Transportation has a five-year capital improvement program for all State highways that is referred to as the Transportation Improvement Program (TIP). TIP funds can also be used for – “betterments” – or improvements beyond the edge of pavement such as sidewalks, street lighting and in some instances tree plantings. TIP funds should be pursued.

NYS Park & Recreation Community Grant Opportunities

State Parks, through state and federal funding sources, provides a number of grant programs. From historic preservation efforts to trail development, the office provides grants to a variety of projects that promote recreation, preserve historic and natural resources and generally improve the quality of life in communities throughout the state. These funds should be pursued to further the Comprehensive Plan goals of strengthening the walkability of the Village of Fleischmanns through sidewalk improvements, creation of trails and pedestrian linkages.

<http://nysparks.state.ny.us/grants>

“THE VILLAGE BOARD MUST WORK WITH NYSDOT AND OTHER REGIONAL, STATE AND FEDERAL AGENCIES TO SECURE FUNDING NEEDED TO IMPLEMENT THESE IMPROVEMENTS. DOING SO WILL NOT ONLY MAKE THE VILLAGE A MORE APPEALING PLACE IN WHICH TO LIVE, BUT IT WILL ALSO MAKE IT A MORE ATTRACTIVE PLACE TO VISIT.”

ⁱ The NWI maps do not show the extent of federally regulated wetlands. They were produced by the U.S. Fish & Wildlife service and estimated the extent of wetlands generally greater than one acre in size that were identified through remote sensing. Because they are based upon aerial photography interpretation, NWI maps may not show the full extent of wetlands, as some types, such as forested or drier-end wetlands are difficult to detect on aerial photography.

ⁱⁱ Other species that fall into this category include such native plants as Shadblow Serviceberry (*Amelanchier arborea*), Boxelder (*Acer negundo*), Cockspur Hawthorn (*Crataegus crusgalli*), Common Junifer (*Juniperus communis*), Staghorn and Smooth Sumacs (*Rhus typhina* and *R. glabra*) and Pussy Willow (*Salix discolor*). Non-native species include Buckeye (*Aeculus glabra*), Osage Orange (*Maclura pomifera*), Japanese maple (*Acer japonica*), Redbud (*Cercis canadensis*), Flowering Dogwood (*Cornus florida*), Witch-Hazel (*Hamamelis virginiana*), Sweetbay Magnolia (*Magnolia virginiana*) and Flowering Crabapple (*Malus* spp.)

ⁱⁱⁱ Brownfield - Means real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant (Source: U.S. Environmental Protection Agency Website).