

2022 NYS DRI Round 6 and NY Forward Application

REDC Region: Mid-Hudson

Municipality Name: Port Jervis

Downtown Name: Port Jervis Connections

County Name: Orange

Applicant Contact: Kelly B. Decker, Mayor

Applicant Emails: Mayor@portjervisy.gov and KBDecker67@gmail.com

Geographic Area and Justification:

Per the map below and projects identified, the Port Jervis Connections' DRI and subsetted NY Forward area have been chosen for their strategic, focused concentration of businesses, residences, services, and recreational opportunities.

As the only fully walkable New York municipality within 15-miles with a central downtown and public services including water, sewer, police, fire, DPW and trash pick-up, Port Jervis' historic downtown offers intermodal transportation options for all ages, mixed-use multi-storied buildings with yet to be utilized space, access to outdoor recreational and historical interpretive facilities, and existing and future varied employment opportunities, in and near the downtown.

The Port Jervis Connections geographic area encompasses two contingent state gateway commercial corridors which include portions of the city's Central Business District (CBD) and Service Commercial/CBD overlay district where future CBD development is envisioned. The borders follow existing roadways and parcel lines.

This DRI/NY Forward area holds a number of the city's already existing attributes for improved quality-of-life for residents and visitors as they live, work and play in Port Jervis. Private developers own their properties, agreements are established between the city and not-for-profits, and city owned properties are identified and awaiting improvements. As site control is established and projects have been discussed, even with additional planning, projects would break ground within two-years of award.

Attributes already existing in the Port Jervis Connections (PJC) DRI/NY Forward area include the local Metro-North railroad station, municipal services and city-owned property including public parking lots and major parks suitable for Complete Streets connections, Smart Growth and Greenway Compact aspects. Room and infrastructure are available for EV charging stations, public restrooms, and public art. Services such as the library, post office, banks and existing businesses are contained within the PJC.

Multi-use, multi-story buildings with available 2nd and 3rd story space are ready for development are also here. This area also includes the newly opened Transportation History Center (THC), an interpretive and interactive project based on the city's importance as a canal and train depot. This is a joint project between the city and a local not-for-profit. This location is expanding sheltered space for railroad rolling stock and canal boats, working space for repair and restoration, and exhibition/event space. Overall, this project also includes area wayfinding signage/application and development of a marketing campaign.

With a subset of the proposed DRI projects, the NY Forward (NYF) area is contained within the Downtown Revitalization Initiative area. With the exception of the southernmost portion at 4th and Fowler St. where the overhead pedestrian bridge over the railroad tracks (Project #10) is excluded, the NYF area follows the DRI boundary.

The NYF proposal also excludes parking kiosks (Project #11) and public restrooms (Project #12).

Having managed millions of dollars in grant programs since its establishment in 1907, the city is very experienced in grant administration and program completion. Recently managed grants included those from the NYS Dormitory Authority of the State of New York/State and Municipal (SAM) Facilities grants, Federal Emergency Management Agency (FEMA), and NYS Department Of Transportation (DOT).

Concurrently, established in 1981, the Port Jervis Community Development Agency (PJCD A), a local public benefit corporation, is the city's authorized sub-recipient and otherwise works under an annual service contract to write, submit, and administer grant programs and perform outreach on the city's behalf.

As such, the PJCD A has managed NYS Homes and Community Renewal Community Block Grants for micro-enterprise and multiple city public infrastructure grants, NYS Environmental Facilities Corporation engineering grants, a NYS Affordable Housing Corporation grant that improved 10-local residential units, NYS Department of Conservation Water Quality Improvement Program and Urban Forestry grants, and multiple NYS Department of Homeland Security Emergency Services grants.

The PJCD A also maintains and administers revolving loan funds for small businesses, façade improvements, and low-income homeowner rehabilitation assistance.

The agency is the local public housing authority responsible for U.S. Department of Housing and Urban Development (HUD) Housing Choice Vouchers (HCV), commonly known as Section 8.

With these responsibilities, the PJCD A participates in the city's annual audit, submits annual financial reports to HUD and responds other HUD audits as required.

The PJCD A Executive Director is also the city's Fair Housing Officer.

Based on its history, location and current financial constraints resulting from a 23.4% poverty rate, Port Jervis has had to work continuously and creatively to address city needs with available city funding, grants, loans, active partnerships with private developers and not-for-profits.

Port Jervis' primary economic base, which was based on the local railroad depot until all that was left in the 1970's was a commuter station, has been slow to recover.

DRI/NY Forward investment would serve as a catalyst for revitalization. The city has been steadily advancing and pursuing economic development but has been stymied due to the lack of concentrated capital investment.

With grant experience, site control and administration established, and a continuously engaged community, Port Jervis is ready to activate the investment that would result from a DRI/NY Forward award.

Additionally, as Port Jervis is Orange County's westernmost gateway into New York State, economic development here would benefit the county, Mid-Hudson region and New York State. Centrally located, Port Jervis draws visitors from the eastern seaboard and internationally from the New York City metropolitan area.

Unique within the Mid-Hudson REDC, Port Jervis is located on the banks of the Delaware and Neversink rivers at the juncture of New York, New Jersey, Pennsylvania, which is locally referred to as the Tri-State area. Due to the distance to state and county services, cooperative police, ambulance and fire multi-state services are temporarily rendered across state lines as needed. Economically, each state advances its own agendas.

Port Jervis' primary competition for economic development is Pennsylvania with its lower taxes and room for big-box commercial stores. Alternately, unlike Port Jervis, the nearby Pennsylvania municipalities do not offer municipal water and sewer services.

Currently at 2.5 square land miles, by March 1, 2023, Port Jervis is expanding its boundaries through annexation of some 141-acres of land from the contingent Town of Deerpark. Two major developable areas, one 26-acre parcel just off Interstate 84's Exit #1, is zoned for commercial development. The other parcel of some 115-acres is zoned for light commercial activity. Companies are expressing their interest and the city is making outreach through county site search agencies for additional opportunities.

These annexations are expected to result in major employment opportunities attractive to those who will find Port Jervis' downtown a worthy place to live and play, and the city, a safe, attractive and vital place in which to live, work and play.

Port Jervis serves as New York State's Orange County gateway from both New Jersey and Pennsylvania. It may be reached via two different Interstate 84 exits; New York Exit #1 or Pennsylvania Exit #53. Additionally, New York Exit #1 meets New Jersey's Route 23 which brings travelers into the city via the recently completed Tri-State corridor and bridge over the Neversink River. On Interstate 84, an estimated \$1 Billion in goods are transported annually.

As it is located only 90 miles from New York City, Port Jervis draws local, regional and international visitors to its downtown and nearby outdoor amenities which include 50 + miles of hiking, biking and walking trails, a bicycle pump track, and the newly opened Transportation History Center. Visitors and commuters travel to Port Jervis via Metro-North's Port Jervis train line which originates in lower Manhattan, or via private vehicle or bus.

For example, in October 2022, Consul General Gill of the Federal Republic of Germany in New York will, for the second year, be visiting Port Jervis. Last year, Consul General Gill visited with his wife and press secretary. This year, they will be coming on a bus with some 70-other people for a tour of Port Jervis.

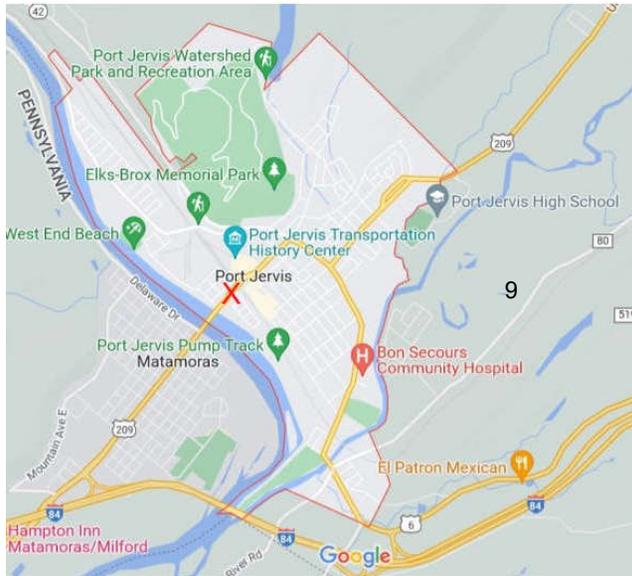
Additionally, located on the scenic, wild Delaware River, just south of SR-97 which offers winding river views, Port Jervis is a stopping point for those traveling to and from the upper Delaware with its raft and canoe liveries, camping and world-class fishing.

In neighboring Pennsylvania, visitors to historic Milford, and the 70,000-acre Delaware Water Gap National Recreation Area ranging south, are just seven-miles from Port Jervis. With an annual Water Gap visitation of more than 4.5 million, local proponents support making the area a national park. This proximity gives Port Jervis another strategic advantage to draw visitors to its NYS downtown.

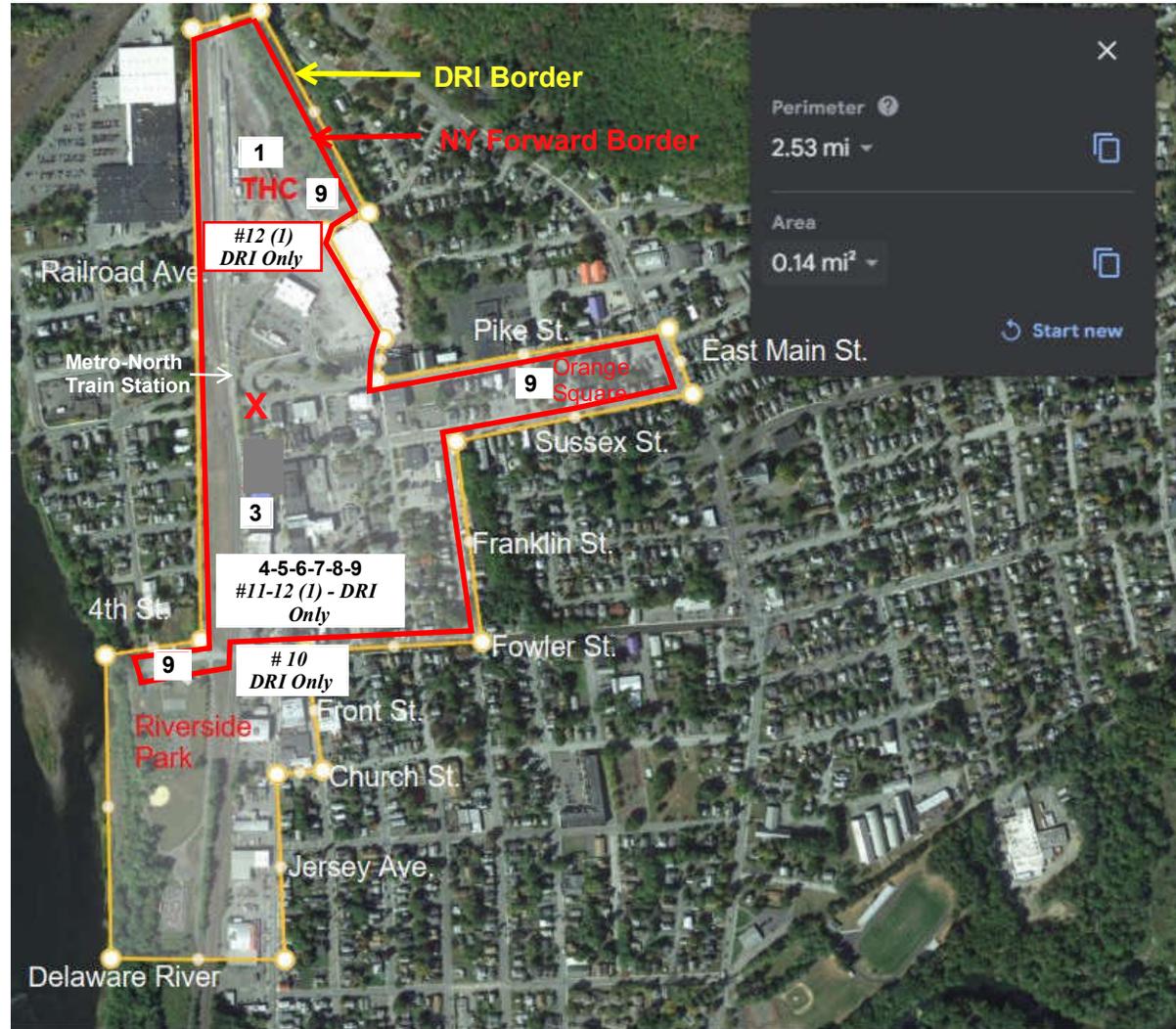
Due to the services and amenities located in these areas, via cell phone data, over 1 million people visit the Port Jervis Connections area annually. This area is fully accessible via train, car, bicycle or foot by visitors of all ages. If arriving by train, visitors and commuters disembark directly into the historic downtown. From there, people may visit a number of locations including outdoor recreation, local businesses, and the Transportation History Center. A Climate Smart Community, electric vehicle (EV) chargers are envisioned for the downtown, parks and recreation areas.

With all its underlying attributes, DRI/NY Forward investments in the Port Jervis Connections area, will provide transformative funding to public, private and non-profit projects to the benefit of the city, county, Mid-Hudson region and New York State.

City of Port Jervis: Google Maps – Municipal Boundaries



Downtown Focus Area (X – Central Marker on Municipal Map)



Map Legend:

#	Project	DRI	NYF
1	Transportation History Center (THC)	Yes	Yes
2	Complete Streets/Greenway/Smart Growth - Throughout - Not Listed on Map	Yes	Yes
3	36-Unit Apt. Building – 29-31 Front	Yes	Yes
4	Activation of 2 nd & 3 rd Floors	Yes	Yes
5	Revolving Loan - Façade/Weatherization	Yes	Yes
6	Wayfinding – Signage/App	Yes	Yes
7	Marketing Campaign	Yes	Yes
8	Public Art	Yes	Yes
9	EV Chargers	Yes	Yes
#10	Pedestrian Overhead RR Bridge	Yes	X
#11	Parking Kiosks	Yes	X
#12	Public Restrooms – Two (2)	Yes	X
X	Center Marker compared to City Boundary Map and Primary DRI/NYF Center	N/A	N/A

Vision Statement:

Combining its historic charm with modern technologies and methods, that support climate sustainability, businesses opportunities, and local residents while promoting its outdoor activities along the wild, scenic Delaware River and mountainsides, Port Jervis will engage current residents, attract new residents and domestic and international visitors, to its safe, friendly, multi-aged suitable intermodal, economically diverse and vibrant downtown.

Past Investment and Future Potential:

Established in 1907, Port Jervis has experienced many successes and challenges. Currently, with some 9,000 residents with a poverty rate of 23.4%, over the last nine years, Port Jervis which is financially stressed, has constantly moved economic development projects forward creatively and efficiently. As a result, the city and the Port Jervis Connections DRI/NY Forward (NYF) area is able and ready to capitalize on prior public and private investment and catalyze future investments as evidenced by the following substantiation including city commitment to investment throughout this area.

After consistent public outreach and input, the city adopted its updated Comprehensive Plan in late 2019, which was followed by its updated zoning code in early 2020. These plans included Complete Street, Smart Growth, Greenway Compact and Dark Skies initiatives. The Covid pandemic then arrived in March 2020 since which point in-person meetings were curtailed but are gradually gaining more participants.

City projects have included active support of private development as allowed by law, partnership with not for profits, and creative use and marriage of city funds, DPW labor and grant funding. The objective is to restore and maintain the city's infrastructure including water and sewer which supports all businesses, residents and visitors, saving buildings where possible, and supporting ongoing economic development while planting the seeds for future economic development.

Though the Covid pandemic resulted in some business closures, other large city projects have moved forward, and a number have been completed. These include:

- The completion of the **\$17 million** renovation/addition to the local Westchester Medical/Bon Secours Community Hospital which resulted in a new emergency room, space for a medical village and specialty services. Hospital services include a weight loss institute, in-patient psychiatric care and Concussion Management and Rehabilitation Program. St. Joseph's Place, a 46-bed in-patient rehabilitation center is also located at the hospital.
- Rehabilitation of the federally qualified health provider and local WIC provider, Cornerstone Health completed a **\$5.2 million** rehab which will provide expanded services.
- Private construction of a three-story building that will house an urgent care facility of **\$275,000**.
- Purchase, renovations, working capital, financing, new equipment and upgrades totaling of a local food processor, Planet Health Food Packaging, Inc. totaling **\$3.3 million**. Currently employs 24 and considering a second shift of 13. Plans to eventually double the

size of the plant and employ three-shifts of some 75 people. Continues to move operations from Connecticut to Port Jervis.

In the city's downtown, pending completion in the summer of 2023, is the city's newest **\$2 million** 6-story 24-room hotel with two rooftop bars that will have a view of the Delaware River. This is a high-energy efficient building constructed of insulated concrete forms (ICF), LED lighting and two emergency generators.

The same owners have plans to demolish the obsolete downtown 29-31 Front St., a 22,563 sq. foot former Newberry store, and replace it with a similar ICF energy efficient co-op with 36-variously sized apartments. The current estimate for this project is **\$4 million**. The owners agree that any construction would adhere to the NY Stretch code, which the city is researching.

Otherwise, in the downtown, the city partnered with two other private developers, saving two major downtown buildings totaling 43,980 ft.² from demolition. One which was city owned, vacant with a failing rear wall, was sold for \$1.00. The other, after much legal research as it was roofless and vacant with a deceased owner, was eventually quickly transferred in a double closing to the new owners.

After loans, personal guaranties and much sweat equity, the first building at 46 Front St. now holds the Fox N Hare Brewing Co. on the ground floor with plans for activation of the second and third floors on hold due to the Covid pandemic.

The other previously roofless and vacant 24-32 Front St., after some \$1 million of work, now holds two restaurants, a kitchen supply store and an architect on the first floor and is in process of completing and filling 20-variously sized apartments on the 2nd and 3rd floors of this 31,200 square foot building.

Other developable properties remain in the Port Jervis Connections area, and in fact are one of the primary objectives of a DRI/NYF award is activation of currently vacant and/or underutilized 2nd and 3rd floors.

The upper Pike St. park, known as Orange Square, provides residents with a shaded oasis. This area is dedicated to veterans. Here, a recent New York State SAM grant paid for the refurbishment of the Civil War monument dedicated on July 4, 1886, to those who "aided in preserving the Union and in serving Equality of Human rights for all." With a fountain, viewing stand, benches and chess boards, this area would also hold EV chargers.

Beginning in fall 2022, Pike Street which stretches just over half a mile will begin to be prepared for repaving and ADA sidewalk installation under New York State CHIPS funding. Demolition will begin in 2022 with the rest of the tasks completed in spring of 2023.

Complete Streets, Smart Growth, Greenway compact and public art aspects through the overall project includes paved connections for non-motorized transportation, installation of EV charging stations and bike racks, two energy efficient free public restrooms, tree and decorative plantings to provided shaded rest areas, four public art locations, and additional wayfinding signage.

The city is also working with the Transportation History Center (THC), a not-for-profit, in the development of the city's 8.7-acre section of its historic railroad yard largely as an outdoor educational and interpretive center. Opened in Spring 2022, the THC expects to expand upon the existing train museum, the historic working Erie turn table and some 20 various railroad cars called "rolling stock."

In addition to working with local businesses and building owners in support of revitalization efforts, the city has concentrated on major infrastructure improvements including expansion of its watershed, improvements to its 100+-year wastewater system and the initiation of a Lead Service Lateral Replacement Program in private residences as supported by the NYS Department of Health where some 60-services will be updated.

With regards to its wastewater system, due to a 2014 NYS DEC Order on Consent, the city is required to upgrade its 26 miles of 100+ year old sewer lines or face fines of up to \$37,500 per violation per day.

Originally estimated at \$99 million using traditional excavation methods, instead, the city has partnered with New York State Homes and Community Renewal on Community Development Block Grants to begin improving sewer lines through a new cured-in-place-piping process, a.k.a. "trenchless lining" which does not require full excavation. Flexible piping is inserted underground into the system from manhole to manhole and through use of steam and pressure, the lining adheres to the interior of the pipe. This method entails a brief traffic reroute.

Through installation by new trenchless technology by the city's experienced DPW crew, over a five-to-eight-years, the estimated cost to improve the wastewater system have been reduced from some \$99 million to \$35 million. These funds will be sourced from the city's sewer fund, grants and loans. The objective is to make the project as cost-effective as possible while complying with New York State DEC requirements.

Recent or Impending Job Growth:

The recent completion of the local Westchester Medical/Bon Secours Community Hospital addition and renovation, upgrade of Cornerstone Health, upcoming activation of the recently completed urgent care facility and the expansion of operations at Planet Health Food Packaging, Inc., are expected to result in approximately 50 new positions over three years.

Attracted by its proximity to the New York City metropolitan area, comparatively low taxes and expansive outdoor recreational opportunities including hiking, biking, and river sports including canoeing, kayaking and fishing, as a result of the Covid pandemic, many telecommuters originally from the New York City area, bought homes and moved to Port service full-time. With a review of Realtor.com, currently only 37 homes within city limits are listed for sale. Despite increased mortgage rates, homes continue to sell quickly and for cash.

The city's borders will be expanding beyond its current 2.5 mi.² of land mass by the annexation of some 141-acres. To be completed by March 1, 2023, this process will result in two large

parcels being added to the city's inventory. One 26-acre parcel just off Interstate 84's Exit #1, is zoned for commercial development. The other parcel of some 115-acres, to the city's east off SR-209 is zoned for light commercial activity. Companies are expressing their interest in these parcels which will have access to municipal water and sewer services. The city is performing outreach through county site search agencies to seek additional opportunities.

As a result, these annexations are expected to result in major employment opportunities numbering in the hundreds, to those who will find Port Jervis' downtown attractive for shopping, errands and recreation.

Activating vacant and underutilized second and third stories will add commercial and housing options for people from a variety of income levels.

The city currently maintains a low-to-moderate income ratio of over 61%. Two of the city's three census tracts are federal Opportunity Zones. As with many communities across the mid-Hudson and United States, lack of new housing units is leading to increased housing costs.

With new employment opportunities and the availability of training via remote access and educational facilities such as SUNY Orange in nearby Middletown, NY, incomes are expected to rise over time.

It is a common refrain from employers that they seek qualified candidates for open jobs. Within the city, positions range from entry-level retail to skilled craftsmen, laborers, teachers, and health, manufacturing, IT professionals, and artists.

The as the city is wholly walkable and bikeable and has consistent broadband available as well as fiber resulting from special installation, availability and employment options are available.

Quality of Life:

While surrounded by miles of forest and access to the adjacent Delaware and Neversink rivers, in addition to outdoor recreation, the City of Port Jervis also offers residents and visitors the benefits of a family oriented urban/suburban environment supported by municipal services.

The city provides sewer, water, trash pickup by its DPW, police coverage and protection, a 100% volunteer well-trained fire department, and an active parks and recreation department.

Within the PJC area is located the local Carnegie Free Library, historic post office, City Hall, multiple banks, restaurants and pubs, a grocery store, drugstores, medical offices, professional accounting and architectural services, houses of worship, yoga studios, retail stores and coffee shops, parks and outdoor recreational opportunities. These same amenities contained within the designated NYF area.

From May through October, the local farmers' market with some 10-15 vendors and live music is open each Saturday in a centralized PJC area municipal parking lot. As available, the market offers coupons to seniors and veterans and makes room for outreach by local not-for-profits and library. The market has been considering other locations including the Ball St. municipal lot in

the middle of the PJC or otherwise at the top of Pike St. at Orange Square Park where there is grass and shade trees. No matter the final chosen location, all three are located within a distressed population area.

The local school district includes the city of Port Jervis, the 64-square-mile neighboring Town of Deerpark and a few outlying communities. The district recently began a two-year \$55 million capital improvement project that will result in a new school building, athletic fields and rearrangement of its elementary, middle and high schools. When complete, all district facilities will meet all NYS Department of Education requirements.

Local healthcare facilities include an expanded hospital emergency room, a federally qualified health center for those of low income, and a recently constructed urgent center will soon be open.

Within the Port Jervis Connections (PJC) area, and immediately contingent to the PJC, housing at a variety of levels of affordability and type are located. Units range from studio to multi-bedroom, from single-family homes to multifamily homes, to apartment buildings. Due to the current housing shortages, rents are rising but for the most part they approximate HUD fair market rates.

Just outside the PJC area, many similar housing unit options are available within minutes of the PJC area. Additionally, five apartment complexes for seniors and families are also available. Two complexes with sliding scale rentals with a total of 25 family units and 50 senior/disabled units are maintained by the Port Jervis Housing Authority. Two other private complexes (one is a LHITC) offer a combined 223 one-bedroom units for persons over 55 years-of-age. The fifth location is a USDA Rural Development 515 zero-site subsidized complex with 34 one-bedroom and 6 two-bedroom townhouse units. Many of these units are available on a sliding scale to income eligible families.

At 2.5 square land miles the entire city of Port Jervis is walkable and bikeable. For those unable to walk or bike, or with or without private transportation, the city runs two Dial-a-Bus vehicles. For one dollar and with 24-hour notice, people may travel to their destination within New York State and to 3 miles outside city limits.

For those seeking transportation to Middletown for classes at SUNY Orange or appointments with social services, a county-supported bus makes stops throughout the PJC, DRI/NYF area.

As an old city, in certain neighborhoods, many homes lack driveways and overall, most streets are narrow. To reduce accidents, the city preparing to reduce vehicle speeds to 25 mph. Additionally, implementation of additional Complete Streets and Greenway Compact aspects in new construction would increase safety factors for walkers and bikers of all ages.

Dedicated bike lanes are desired however without significant redesigns, current NYS DOT size requirements, do not allow for easy placement.

As a result of an original ADA inventory performed throughout the city and consistent application of ADA requirements and aided by the review and recommendations of the city's

ADA committee, municipal buildings, new sidewalks and streetscapes are designed and installed to ADA requirements.

For those seeking an active lifestyle, the city contains a 2.25-mile walking loop and a 6-mile historical walking tour. These trails are in addition to the 50+ miles of Watershed trails built and maintained by the all-volunteer Outdoor Club of Port Jervis and located just outside the city.

Plans for an O&W rail trail stretching from Kingston, NY, through Sullivan County and terminating within the PJC area continues to gain speed. Supported by the city and the Port Jervis CDA, the 2021 New York State CFA application by the Open Space Institute and the Orange County Land Trust, was approved and will provide a study of the trail's Orange County section.

Preceding the railroad depot in Port Jervis, the Delaware and Hudson (D&H) canal system went through the city. With a certain section still available in its original condition and position, the vestiges of which are covered now by the city's "Canal St." With plans to eventually join the Heritage Trail which extends from Monroe to Middletown, sections of the historic Delaware and Hudson (D&H) canal system continue to open to hikers and bikers.

Within Port Jervis and beginning at the Transportation History Center, a 2' gauge railroad train ride is envisioned for approximately a two-mile loop along the city's open D&H canal linear park and then back along the existing railroad tracks back to the center.

The city has identified a number of locations for EV charging installations in the PJC area including City Hall, in the historic downtown, in the Transportation History Center parking area, near Riverside Park and Pike Street's Orange Square. Additionally, bike and scooter rental locations would be identified for local vendors to take on as a business.

Contained within both the DRI and NYF budgets, wayfinding signage, bolstered by a marketing program that designs a comprehensive program to provide information to visitors and new residents alike, would help advertise businesses, city attractions, events and information and assist navigation through the city to various locations more comfortable and pleasurable.

Currently, when visitors disembark from the centrally located Metro-North station, there is no indication as to where attractions, including the business area is located. Through this grant and partnership with Metro-North's First/Last Stop program, the city plans to make connections with the train station more convenient and noticeable.

Though the entire city is walkable and bikeable, these transportation methods would be improved by the installation of a sidewalk from the Metro-North train station to the Transportation History Center and improvements in the opposite direction into a small municipal parking lot on the corner of Pike and Front Street that leads immediately into the downtown. A new walkway would be added behind three buildings with installation of decorative railings to separate walkers from the railroad lines.

Public gathering spaces and public parks are included in multiple locations within the PJC. Within the Transportation History Center an open stage for theatre, film and musical events in an open-sided box car is planned. Additional space would be contained within the anticipated second story four-season exhibition hall.

In addition to the aforementioned Orange Park on Pike Street, the downtown contains the city's Promenade where a burbling fountain surrounded by benches, picnic tables and natural plantings is located. For additional comfort to visitors and residents, under the PJC DRI application, two public restrooms would be built. One is envisioned on Front St. near the Promenade, and the other near the Transportation History Center.

Otherwise, though difficult to reach from the downtown due to the railroad tracks that bisect the city and separate Riverside Park from the downtown, this location potentially holds 100-300 parking spots. At some 40-acres, Riverside Park is the city's major downtown recreational park with its stage and pavilion, playground equipment, concession stand and restrooms, skate park, basketball courts, baseball diamond, walking trail and pump track.

Because the park is separated from the downtown by the railroad tracks that bisect the city north to south, many people park their vehicles at either at the park, or the downtown, and illegally cross the tracks from one side to the other. As many do not own vehicles, many low-income residents regularly cross the tracks on foot going to work and shopping, with groceries and children in hand.

Supportive Local Policies:

Over the last 10 years, Port Jervis has been steadily working to update and add supportive local policies. In August 2021, in a step to formally advance Climate Positive Port Jervis 2026 objectives, the city adopted the NYS Climate Smart Communities (CSC) pledge.

In line with these programs and the Clean Energy Communities, the city was already in the process of benchmarking the electric and natural gas usage of its municipal buildings. In consideration of adopting New York State Stretch Code, and delayed due to personnel changes, the city's building inspector is considering registration for an upcoming October 2022 NYS Stretch Code training session.

Ahead of the CSC pledge, in 2015 the city became a Greenway Compact Community and a Complete Streets Community. Port Jervis became an EIC NY PACE member in 2019. A Working Woodlands carbon sequestration program with The Nature Conservancy covering an estimated 2,000 acres of Port Jervis Watershed is pending finalization of land acquisition. The revenue from the sale of carbon credits to the city from this program is estimated to be some \$540k.

The 1999 Comprehensive Plan and the resulting 2020 land use zoning codes anticipated growth of the original two-block Front St. business area into the adjoining Fowler St. and contingent Jersey Ave. To provide transitional growth, two CBD overlays were placed on each street. Jersey Ave. to East Main St. is a natural continuation of the concentrated Front St. business area and is zoned as service commercial. Marked by primarily low-slung commercial businesses and small

lot single and multi-family dwellings, it is a very busy section of the city. Fowler St., which leads to Riverside Park, is of similar nature and had its Central Business District and Neighborhood Mixed Use zoning expanded. With the access to Riverside Park opened by the construction of a railroad track overhead pedestrian bridge, the Jersey Ave. and Fowler St. area is ripe for expanded development.

The 1999 Comprehensive Plan suggested the institution of form-based codes and the development of architectural and design guidelines. Through the recent updates to other downtown multi-storied and multi-use buildings, a brick and modern window aesthetic is gaining prominence. Further planning advancements would help guide development of a “Port Jervis aesthetic” and guide future projects.

Public Support:

Within the last six years, public comments and input were encouraged and received for Comprehensive Plan and land use code development and for grant applications. Suggestions come consistently and regularly from individuals, business owners, committee meetings, and two public comment sessions at every Common Council meeting.

Residents staff many city committees ranging from tourism, to code, planning, ADA, recreation and a police advisory board which resulted from review and reinvention of the local police department.

For the purposes of this DRI/NYF application, and after approval for submittal of the Letter of Intent to Apply, in August 2022, Mayor Decker announced the intention to apply and asked again for public participation. A survey of five questions were loaded on the city website. The survey questions included:

- In your opinion, what is our downtown’s greatest asset?
- What is its greatest challenge?
- How would you describe the downtown today?
- How would you like to describe downtown 10 years from now?
- What ideas projects or suggestions you have for our downtown?

Formally for this application, Mayor Decker scheduled an in-person public input session on 8/29/22 and it was held in the Port Jervis Common Council Chambers which is ADA accessible. There, for approximately one hour, the PJCDA Executive Director provided an overview and answered questions about the New York State Downtown Revitalization Initiative and the New York Forward project to four attending participants.

Following the in-person meeting with four attendees, the survey was further distributed for and a total of 36 responses were received.

Responses indicated a desire to market the city more aggressively including travel packages and event admissions, make parking more available, beautify the downtown Promenade, install bike lanes, host music events, and revitalize the service commercial area which now has a Central Business District overlay. Others suggested improvements to Riverside Park, including roller skating and a pool and install solar panels where possible.

On August 22, 2022, the Port Jervis Common Council adopted the resolution supporting this DRI/NYF application. All together the DRI application totals \$14,425,000. The NYF applications totals \$6,500,000.

Transformative Projects Opportunities and Readiness:

The following projects as listed on the project map are designed to be impactful and transformative:

Project Listing and Budgets:

#	Project	DRI	DRI \$	NYF	NYF \$
1	Transportation History Center (THC)	Yes	2,000,000	Yes	1,500,000
2	Complete Streets/Greenway/Smart Growth - Throughout - Not Listed on Map	Yes	1,250,000	Yes	500,000
3	36-Unit Apt. Building – 29-31 Front	Yes	2,000,000	Yes	1,000,000
4	Activation of 2 nd & 3 rd Floors	Yes	2,500,000	Yes	2,000,000
5	Revolving Loan - Façade/Weatherization	Yes	700,000	Yes	500,000
6	Wayfinding – Signage/App	Yes	100,000	Yes	100,000
7	Marketing Campaign	Yes	250,000	Yes	250,000
8	Public Art	Yes	100,000	Yes	100,000
9	EV Chargers	Yes	250,000	Yes	250,000
#10	<i>Pedestrian Overhead RR Bridge</i>	Yes	4,300,000	X	0
#11	<i>Parking Kiosks</i>	Yes	75,000	X	0
#12	<i>Public Restrooms – Two (2)</i>	Yes	600,000	X	0
	Totals		14,425,000		6,500,000

Project 1: Transportation History Center – DRI & NYF

The city is working with the Transportation History Center (THC), a not-for-profit, in the development of the city’s 8.7-acre section of its historic railroad yard largely as an outdoor educational and interpretive center. Opened in Spring 2022, the THC expects to expand upon the existing train museum, the historic working Erie turn table and some 20 various railroad cars called “rolling stock.”

The Transportation History Center (THC) is managed by a 10-member board of directors drawn from five participating organizations which include:

- **Port Jervis Transportation History Center, Inc. (PJTHC)** - Organization to obtain and preserve transportation equipment of historical significance. To acquire as owner, rolling stock, support equipment, infrastructure needed to keep the Historic Center a viable educational source.
- **Outdoor Club Of Port Jervis, Inc (OCOPJ)** - Stewards of the Port Jervis Watershed Trails, Pump Track, D&H Canal and the Erie Turntable. Development of recreational activities and amenities in and around Port Jervis. Will provide platforming, entertainment equipment, area maintenance and organize recreational activities.
- **Operation Toy Train (OTT)** - Owners of rolling stock. Will provide to the History Center rolling stock for display and stationary use.

- **Tri-States Railway Preservation Society (TRPS)** - Owners of the railroad artifacts currently displayed in the PJ Recreation Building. Will provide artifacts and acquire additional train related artifacts to be displayed in a boxcar exhibition setting.
- **Friends Of Port Jervis Arts & History, LLC (FOPJAH)** - Acquisition and funding of historical infrastructure and restoration of buildings significant to transportation in and around Port Jervis. Will be primary source of funding for the Roundhouse Pavilion

The rolling stock which has been purchased and or donated to the center, will be used for a number of purposes including interactive displays, offices for the Center, Outdoor Club and others.

A portion of the original roundhouse, essentially a three-sided structure will be built to protect the more valuable cars. Therein will also be a repair and restoration workshop.

Additionally, the THC plans to build a connected two-story exhibition hall of some 390' x 600' with a with a roof top outdoor space and second-floor balcony providing a view into the round house. Solar arrays will help provide power and greenery.

To connect the Metro-North train station with the nearby THC, along with wayfinding signage, an ADA 600' sidewalk would be installed to safely guide those disembarking from the train or those walking from other points along the downtown. Currently, pedestrians must navigate a busy and confusing parking lot located at 100 Pike St. where there is a strip mall, and separate Burger King and a Walgreen's drug store.

Beginning at the Transportation History Center, a 2' gauge railroad train ride is envisioned for approximately a two-mile loop along the city's open D&H canal linear park and then back along the existing railroad tracks back to the center.

The THC has thus far garnered commitments for some five-million of the \$7 million estimate for the roundhouse and exhibition hall. (DRI: \$2M/NYF: \$1.5M)

Project 2: Complete Streets/Greenway/Smart Growth – DRI & NYF

Implementation of Complete Streets, Greenway Compact and Smart Growth design aspects will add multiple permanent improvements including safety, environmentally sustainable and green calming to this multi-modal area frequented by people of all ages and abilities.

Often visitors from the Metro-North station walk through town. As pedestrians they will join other local residents who do not own or use cars. With increased safety measures implemented through Complete Streets, more people would utilize bikes in and around the city and in particular, the downtown.

Based on its 2.5 mi.² landmass, and gentle slope, the City of Port Jervis is a walkable and bikeable community. That being said, as a community that has been built up over hundreds of years, its streets are narrow, easily congested with parked cars and quickly moving traffic. These aspects complicate easy and safe movement by pedestrians and bicyclists and raise the possibility of vehicular accidents. To adhere to its Complete Streets mission to make streets safe

for persons of all ages and abilities and conveyances, a redesign and construction is necessary. In the Port Jervis Connections Area (both the DRI and NYF) these improvements would directly benefit all persons traveling through the area.

Change of traffic directions, reducing vehicle speeds and controlling parking, possible introduction of bike lanes particularly along alternate routes, and addition of safety components are some options. Well-designed bump outs and conveniently located bike racks, strategically placed plantings and benches and amenities would add to everyone's safety and comfort.

Through this grant and partnership with Metro-North's First/Last Stop program, the city plans to make connections with the train station more convenient, noticeable and safe.

For convenience, bike and scooter rentals are anticipated to extend the range and meet the interests and needs of residents and visitors alike.

Project 3: 36-Unit Apartment Building – 29-31 Front St. - DRI & NYF

Having been owned by four owners in some 5-years, this original Newberry store building time has passed. Efforts to restore the building became too expensive and it needs to be removed. Currently at three-stories and 22,563 square feet, owners, Martin McDonough, Suzanne Johansson and Cory Puopolo have plans to demolish the building and replacement with an energy efficient Insulated Concrete Form (ICF), 6-story, 36-unit apartment building. This project is estimated at \$4 million.

With an expected opening in Summer 2023, Mr. McDonough and Mr. Puopolo are similarly building the downtown's newest 24-unit, 6-story with two rooftop bars hotel. They are known and vetted developers within the city.

Project 4: Activation of Second and Third Stories - DRI & NYF

Developable properties remain in the Port Jervis Connections area, and in fact are one of the primary objectives of a DRI/NYF award is activation of currently vacant and/or underutilized 2nd and 3rd floors.

At present, three buildings representing 51,718 ft.² are wholly vacant. One 4,500 ft.² building, a former bank and restaurant, requires new windows and energy efficient improvements in order to be usable over the winter months. The second, is 13,200 square-foot former JCPenney's and the third of 30,616 ft.² are most suitable for retail, commercial, offices, and working space.

Another ten buildings are multi-use/multi-floor representing some 44,334 ft.² of underutilized second and third stories are suitable for office, commercial or apartments. Included in this number is 46 Front St. which now holds the Fox N Hare Brewing Co. on the ground floor and which originally put the development of its second and third floors, due to the Covid pandemic.

Buildings with vacant second and third stories face code and design requirements that can be cost prohibitive. Depending upon the design, buildings could require expensive fire

suppression/sprinkler installation, exterior fire escapes, interior recreational space in addition to laundry areas and possible elevator installation.

Conversations with building owners indicate a willingness to consider such projects, so long as grant monies would help meet required needs.

It is proposed that after DRI/NYF award, that RFP's will be requested of interested parties with plans for activation. Per DRI/NYF requirements, any substantial rehabilitation (over 10,000 ft.² and 50% or more of the current value) will be required to meet the New York Stretch Energy Code, regardless of current Port Jervis code. Otherwise, New York Stretch Energy Code and decarbonization will be encouraged for all projects under this grant award.

Project 5: Façade Improvement/Weatherization - Revolving Loan - DRI & NYF

All multi-use buildings in the DRI and NYF area would be eligible for application to a façade/weatherization fund. Though the city is a member of EIC NYPACE, those weatherization projects must reach a \$500,000 project threshold in order to apply. This fund would make weatherization monies available on a smaller scale.

The Port Jervis Community Development Agency, a public benefit corporation, the city's authorized sub- recipient and which works under an annual service contract with the city, would manage the funds with city oversight and monitoring.

Since its establishment in 1981, the agency has managed and maintained revolving loan funds for small businesses, façade improvements, and low-income homeowner rehabilitation assistance. The agency also successfully managed the completion of NYS Affordable Housing Corporation grant that improved 10-local residential units.

In coordination with the city, applications would be requested after a public information session is provided. That information session would provide details and would be reviewed and approved according to the criteria developed.

Project 6: Wayfinding Signage - DRI & NYF

Established in 1907, Port Jervis maintained some very old and difficult to navigate sidewalks and streets. Amenities and businesses are difficult to find easily.

Wayfinding signage is forming around a NYS DEC natural look of white letters on a brown background but there remains to be a formalization of a distinctive style and additional lead-ins between signage for instance sidewalk markers, director signage and the like.

Physical signage and markers as well as downloadable tour applications are desired.

A professional design process with public input is envisioned.

Maintenance would be carried out by the city through its regular budgeting process.

Project 7: Marketing Campaign - DRI & NYF

Though the local Tourism Committee of volunteers successfully manage a number of year-round city events, there is little to no marketing that directs city activities or local business activities or events. Nor does the city expand outreach to the larger world on a consistent basis. City branding is not formal or pervasive.

Given the traffic on nearby Interstate 84, the visitors that make their way through the city to the upper Delaware and the millions that visit the Delaware Water Gap National Recreation Area beginning some seven miles away in Pennsylvania, thousands of opportunities to reach new visitors and potential residents and business owners are simply not activated due to the lack of marketing.

Local businesses taken upon themselves to expand their reach through social media. The city needs to develop a formal outreach and tracking marketing program.

After establishment, the city would maintain the program.

Project 8: Public Art - DRI & NYF

Port Jervis is home to a number of artists whether it be their full-time, part-time residence. In that the city is barren of public art, plans and suggestions have been made for murals on the rear of buildings facing the railroad tracks and decoration of the former water town along the tracks and visible from the downtown.

Local artists have suggested sculpture designs and interest in murals for advertisement and picture taking are growing.

The city has plenty of room for installations and local art groups are interested in participating.

Project 9: EV Chargers - DRI & NYF

The PJC area is heavily visited by residents and visitors. In spite of, or because Port Jervis is known for outdoor recreation, particularly for its 50+-miles of hiking and biking trails on its watershed lands contingent to the city, on one hand the Covid pandemic depressed sales, but on the other, new visitors came exploring. As evidenced over the last year, anonymized mobile phone location data in the PJC area, with its traditional northeast multi-use, multi-storied brick buildings, identifies some one million visits. These visitation numbers and Port Jervis' easy access from two different I-84 exits, #1 in New York and #53 in neighboring Pennsylvania, make it an area of active interest for some no-cost EV charger installations.

With the increase in electric vehicles and the city's concentration on Climate Smart Communities, Clean Energy Communities and Greenway and Smart Growth aspects, the city is very interested in installing EV chargers throughout the DRI and NYF area as appropriate for the location and as recommended by a vendor. These EV chargers would be available to both visitors and residents who have yet been unable to install EV chargers at home.

Project 10: Pedestrian RR Overhead Bridge - Fowler to 4th St., Riverside Park – DRI OnlyAs the Port Jervis Connections area has few green spaces incorporated within, access to the outdoor Transportation History Center to the north and the city’s largest park, the 40-acre Riverside Park along the Delaware River to the southwest just across the railroad tracks which bisect the city and the downtown from the Riverside Park, is necessary.

Currently, per NYS Department of Transportation, the only way to access the Riverside Park from the city’s downtown would be via a new pedestrian bridge up and over the railroad tracks. Though there is an unimproved at-grade crossing currently in this area, no new at-grade crossings are currently allowed. As the Riverside Park area would provide needed parking for Port Jervis Connections area for residents and visitors, this pedestrian bridge and therefore its associated parking, is necessary for the revitalization of the historic downtown.

The pedestrian bridge would be a structural and civil engineering design that would support a new 185-ft. long custom weathering steel truss pedestrian bridge over the Norfolk Southern / MTA / Metro-North tracks. The distinctive design would feature an ADA-accessible 12-ft wide walkway spanning between new weathering steel and glass elevator towers with galvanized steel stair structures accessing the bridge from the side. As an alternative to riding the elevators, bicyclists would be able to walk their bikes on the specially designed steel staircases.

Project 11: Parking Kiosks - DRI Only

Alternative parking arrangements would include congestion pricing via an estimated eight parking kiosks via a wireless app with multiple input options that would be placed in zoned areas throughout the city. The highest parking fees would be charged in the most congested areas. Congestion parking kiosks with varied level payment options via Internet and phone, would disperse traffic beyond of the heavily walked PJC DRI area.

Project 12: Two Freestanding Restrooms - DRI Only

To be located at the Transportation History Center and in the middle of Front St. in the municipal Ball St. parking lot, two free standing public restrooms are desired. In each area, the only available restrooms are within private businesses.

Administrative Capacity:

Port Jervis Mayor Kelly B. Decker, with seven-years in office will lead this project as supported by the nine-member Common Council, and legal counsel William A. Frank with over 30-years’ experience in municipal law, banking, commercial transactions, real estate and litigation. City department heads including DPW Steven Duryea with 27-years with the DPW, eight of those years as Assistant DPW Director, and in year one as Director after retirement of Jack Farr. Building Inspector David Rivera with the city some eight years, City Engineer James M. Farr with over 30-years of experience and City Clerk Treasurer Laura Quick with over 27-years of accounting experience, Recreation Director John Faggione with over 26-years, and by Valerie Maginsky, Executive Director of the Port Jervis Community Development Agency (PJCA), over eight-years would assist in this project.

The PJCDA is the authorized sub-recipient already responsible for the administration of many of the City's grants. Established in 1981, the PJCDA is a public benefit corporation, responsible by definition and a yearly service contract with the City to administer the City's grants. Experienced in project management processes, the PJCDA coordinates activities with the mayor, Common Council, the City's corporation counsel, applicable department heads and consultants. In particular, the PJCDA coordinates activities with the City Clerk-Treasurer, chief financial officer, and the DPW director.

Due to advanced streamlined measures and the hiring of staff, internally the PJCDA will have the capacity to assist with additional work that the DRI award will require. The City, at its discretion, may also hire additional staff to manage the multiple contracts that could result from this grant award. Quite simply, adjustments will be made, and priorities will be ordered accordingly.

As evidenced by the work already performed and already in the pipeline, the City's departments, staff and Common Council work together to address the City's needs while balancing the practical everyday realities every city faces.

It is a shared belief among city servants and citizens, that the city can only move forward by making investments in its infrastructure, transportation structures and economic development.