



APPLICATION

Applications for the Downtown Revitalization Initiative will be received by the Regional Councils. Applicant responses for each section should be as complete and succinct as possible. Applications should be submitted as Word documents and must be received by the appropriate Regional Council by 4:00 PM on June 1, 2018 at the email address provided at the end of this application. Application guidance is provided in the *Downtown Revitalization Initiative Guidebook* found on the DRI website at www.ny.gov/dri.

BASIC INFORMATION

Regional Economic Development Council (REDC) Region: Mid-Hudson

Municipality Name: City of Port Jervis

Downtown Name: White Water Trails District

County Name: Orange

Vision for Downtown. Provide a brief statement of the municipality's vision for downtown revitalization.

As a result of successful downtown revitalization, "In the year 2030 ... The City of Port Jervis is a destination for those seeking proximity to the great outdoors without sacrificing access to goods, services, employment, and connections to metropolitan areas. As the Gateway to the Upper Delaware Scenic Byway and to the Mid-Hudson Valley Region from points west, Port Jervis is a thriving economic outpost in the greater New York City area. The City's vibrant downtown, walkable neighborhoods and unique recreational assets make it an attractive destination in its own right. These qualities along with its small town feel, well preserved history, good schools, engaged residents, and an active local business community also make it a great place to live and work. Port Jervis is safe, attractive, and affordable with arts and culture, parks and open spaces, and a strong sense of civic pride contributing to its excellent quality of life. The City's sound financial position allows it to invest in its infrastructure and provide necessary services and desired amenities to ensure a sustainable and resilient future."
– 2018 Vision Statement, City of Port Jervis Comprehensive Plan Update Project

JUSTIFICATION

Provide an overview of the downtown area nominated for the DRI program, highlighting the area's defining characteristics and the reasons for its selection. Explain why the downtown is ready for Downtown Revitalization Initiative (DRI) investment, and how that investment would serve as a catalyst to bring about revitalization.

Except for a few stalwart business owners, years of dis-investment and flight to neighboring lower taxed states left the City of Port Jervis' downtown in severe decay. With the implementation of a plan to become a four-season international outdoor recreational tourist destination and careful management of scarce resources, Port Jervis and its formerly grand downtown is coming alive once again. The District nominated for this DRI award holds the City's past glories, present investments and the future hopes of the City. It has the following attributes:

- Clearly defined functional and geographic borders
- Fully walkable and is adding transit-oriented design aspects through its Complete Streets and Greenway Compact designations and soon to be completed updated Comprehensive Plan and Land Use Codes
- Maintains a sufficient multi-state catchment area that ranges from within the City's walkable 2.5 square land miles, to a 7-mile radius that includes parts of Pennsylvania and New Jersey, to 15 miles to Middletown and Monticello, NY, 60-miles to Scranton, PA, and regionally from New York City, Philadelphia and Boston
- Has an established mix of established recreational, commercial, residential, cultural and historical components as well as opportunities for development and re-development
- Contains the City's most diverse neighborhood that is also within a potential NYS Opportunity Zone and NYS DOS Environmental Justice tract
- It is the fastest job growth producer in the City
- Enticing to Millennials and youth with its mix of activities, jobs and opportunity for growth
- Within walking distance of educational opportunities at the new SUNY Orange satellite campus
- Is the focus of commercial, private and public attention, support and financial investment and was the prime motivation for the upgrade of the City's Comprehensive Plan and Land Use Codes
- It is the key to the revitalization of the City's downtown and requires additional capital investment to activate

Though currently considered financially stressed by the NYS Comptroller's Office, with a Metro North commuter line station that originates in lower Manhattan located in its downtown and recognizing that its future lies in the confluence of its abundant natural resources including rivers and mountains, its history as a transportation crossroad and its high quality of life attributes, the City of Port Jervis is determined to become a four-season international outdoor recreation tourist destination. After four years of focusing on this path and careful management of scarce resources, this effort is gaining positive traction.

The City is bounded by two major City-owned recreational assets, the Watershed Trails on the eastern mountains above the City, which though related to the success of the City, is not a specific funding request, and to the west, the future White Water Trails Recreation Area, in and on the banks of the Delaware River, which is a funding request of this application. As such, development, access and connectivity between the river, City and the mountains hold the potential keys to the full development of the City's downtown, this DRI District and the City as a whole.

With this 2018 DRI application, the City of Port Jervis is hereby presenting its White Water Trails District as the synthesis where land and water, people and commerce meet, Live, Work and Play. It adheres to the precepts laid out by both Governor Cuomo's Downtown Revitalization Initiative and the Mid-Hudson Valley Regional Economic Development Council.

The White Water Trails District (WWTDD) contains a walkable and bikeable mixture of what makes the City unique. It holds the Metro North train station, shopping and eateries that range from a craft brewery, boutique retail, antiques, fine art, and a summer farmers' market next to a new supermarket. It also contains turn-of-the-century one and two family homes, beautiful riverside walking trails, and historic sites including the Delaware & Hudson (D&H) Canal Trail and the Erie Railroad Turntable. It includes two recreational locations, the City's West End Beach and the City's 40-acre future White Water Trails Recreation Area. It also contains opportunities for residential rehab and commercial development. As a quality of life draw, advanced technology firms will find opportunities within the WWTDD, throughout the City and even within the neighboring Town of Deerpark, NY.

Within the last five years the WWTd has experienced an influx of almost \$20 million in combined private and public investment. Where there were once empty shells, now there is not one building for sale. With this progress, the challenges of being a City originally settled in the 1700's are impacting the economic development in the 21st century. In particular, though a critical component to the City's future plans, the railroad tracks that bisect the City and were once its very lifeblood, now contribute to the severe lack of connectivity between the City's downtown and its riverside recreational assets.

Another constraint is the City's "financially stressed" designation by the NYS Comptroller's Office. With a poverty rate exceeding 18%, this title reflects the reality that there is very little in the public coffers for capital investments in parks and infrastructure, upgrades which are exactly what the City requires in order to move forward.

The project previously known as the Port Jervis White Water Kayak Park, now renamed the White Water Trails Recreation Area, contains plans for an in-Delaware River kayak location. Per a 2012 Orange County Planning Department initial economic impact study, once complete, this project will attract 500,000-1.6 million visitors per year who would produce \$10-\$33 million in annual revenue resulting in some 400 jobs.

This project is now in the Biological Assessment stage with the permitting agency, the U.S. Army Corps of Engineers (USACOE). After completion of answers to the Biological Assessment posed by the USACOE, and the next stage, a Public Notice process, the project permit will be awarded. At that point, the final construction phases of planning and implementation will commence. With funding, project construction could conceivably begin as early as the fall of 2019.

As a catalyst of the City's economic development, the following DRI projects are designed to enhance and advance the City's development of its downtown, historical, and recreational assets:

Component	Private/City	DRI	Total	PTE	FTE
RR Pedestrian Bridge - Sussex St.	\$ 10,000	\$ 1,000,000	\$ 1,010,000	20	20
RR Pedestrian Bridge - Fowler St.	\$ 10,000	\$ 1,000,000	\$ 1,010,000	20	20
Riverside Parking Lot - West of Railroad Tracks	\$ 50,000	\$ 2,000,000	\$ 2,050,000	10	10
Erie Train Turntable and Museum	\$ 10,000	\$ 150,000	\$ 160,000	5	4
D&H Canal Trail and Interpretive Site	\$ 35,000	\$ 151,200	\$ 186,200	0	15
West End Beach	\$ 10,000	\$ 250,000	\$ 260,000	4	0
Wayfinding, Signage, Streetscape Improvements	\$ 5,000	\$ 50,000	\$ 55,000	5	5
Project Consultant	\$ -	\$ 300,000	\$ 300,000	0	0
Revolving Loan Fund	\$ -	\$ 98,800	\$ 98,800	30	20
White Water Trails Rec Area/Kayak - In Water	\$ 50,000	\$ 2,500,000	\$ 2,550,000	150	50
White Water Trails Rec Area - Land Portion	\$ 50,000	\$ 2,500,000	\$ 2,550,000	150	50
	\$ 230,000	\$ 10,000,000	\$ 10,230,000	394	194

DOWNTOWN IDENTIFICATION

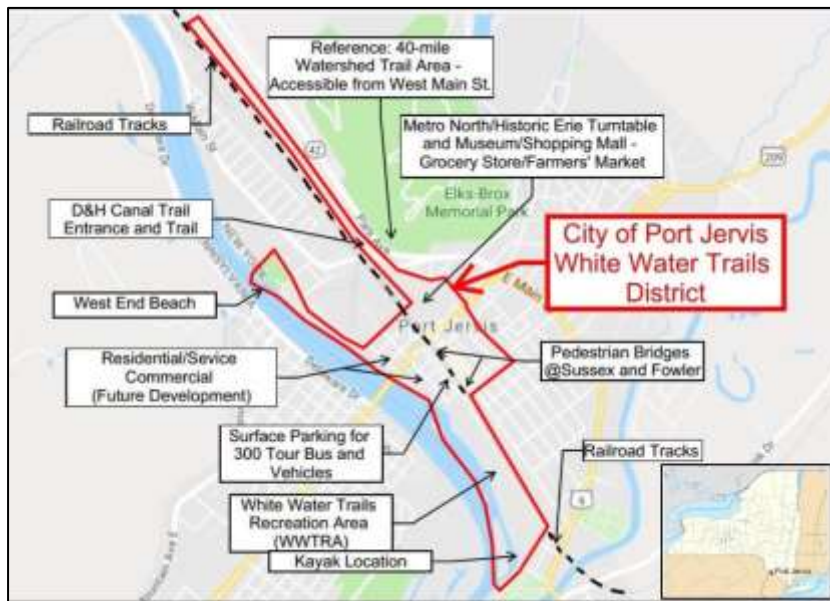
This section should be filled out with reference to the list of desired attributes for participation in the DRI as set forth in the *Downtown Revitalization Initiative Guidebook*.

1) Boundaries of the proposed DRI area. Detail the boundaries of the targeted neighborhood, keeping in mind that there is no minimum or maximum size, but that the neighborhood should be concentrated and well-defined. Neighborhoods beyond a traditional downtown or central business district are eligible, if they can meet other criteria making them ripe for investment. Attach a map that clearly delineates the area to be included in the downtown revitalization area.

At a total 2.7 square land and water miles, the City of Port Jervis is located at the juncture of New York, Pennsylvania and New Jersey on the banks of the Delaware and Neversink rivers. The City itself is compact and fully walkable. For this DRI application, the White Water Trails District is a rough swordfish shape with the recreational areas represented as the extremities while at its center, is the current lower Central Business District (CBD) and residential/service commercial district on riverside of the tracks. The City is mid-way through the updating of its Comprehensive Plan and Land Use Codes and is considering partial use of form-based codes which provide for a more organic flow of uses. The form-based option is being considered for the CDB and immediate areas.

This area was chosen as it contains all aspects necessary to expand the City’s economic capacity. On the river to the north, at 10.2 acres is West End Beach, with basketball courts and baseball diamonds, picnic areas, boating, swimming and a comfort station. The City’s Recreation Department is responsible for the operation and maintenance of the parks and hires life guards for the summer swimming season. West End Beach is tied to the WWTD residential areas west of the railroad tracks by a paved ADA walking trail and has a large parking lot suitable for buses and personal vehicles. The beach is used by boaters and local fire departments for training and river rescue operations. Currently it is the only public swimming site along the City’s stretch of the Delaware River.

To the east of the railroad tracks, represented by the long narrow tip on the map below, is the 0.9 mile D&H Canal Trail. This area contains an intact portion of the D&H Canal which with its waterproof clay base, holds water and is designed for ADA accessibility. It may be accessed from West End Beach or directly from the Erie Turntable and Museum/Shopping Mall. Both the Erie Turntable and the D&H Canal are part of the City’s planned 19th Century Transportation in America experiential history exhibits.



To the south, the future White Water Trails Recreational Area is located within 40-acres of City owned property. With pavilions, restrooms, concession stand and a variety of play equipment, ball fields and a well-used skate park, this area is commonly used commonly for large events for instance National Night Out in August. In rare instances, access

across the tracks on an original at-grade crossing is granted by Metro North for these large events. Due to safety concerns, requests to fully re-open this crossing have been consistently denied.

The City's core business district and residential areas are in the center on either side of the railroad tracks. The residential area is the next natural rehab and development area as it is located between the river and the railroad tracks immediately adjacent the downtown business district. The key to its development is access to the downtown business district.

Currently, there is only one legal crossing between the residential area and the downtown for vehicles and pedestrians, which is the MacArthur Circle Underpass at Pike St. Vehicles regularly use this route as it the primary road to and from Pennsylvania and one of the two Interstate 84 exits (#53) leading to Port Jervis. Exit 1 in NY, beyond the scope of the map to the southeast, is the other.

At any one point a resident or visitor may find the WWTD with its turn-of-the century buildings, wide sidewalks and open businesses, by very easily by following a path, river, track or terrain. With few exceptions, the City streets follow a grid pattern allowing for easy orientation and which will be made easier still with additional wayfinding signage.

These boundaries resulted from the determination that each component is an integral part of the working whole concept of Port Jervis as a four-season international outdoor recreation tourist attraction as:

- The components are varied yet synergistic and when combined increase growth capacity
- It is large enough to draw visitors from a wide catchment area to a variety of attractions while providing energy and space at the same time
- It is of a size that will accommodate Complete Street and Greenway Compact concepts based on the high numbers of visitors expected
- It provides connectivity and accessibility that supports Live, Work and Play for residents and visitors alike

2) Description of catchment area. Outline why the proposed DRI area, or its catchment area, is of a size sufficient to support a vibrant, year-round downtown, with consideration of whether there is a sizeable existing or increasing population within easy reach for whom this would be the primary downtown destination.

As evidenced by current traffic and its growth, the White Water Trails District (WWTD) is of sufficient size to attract enough business not only to maintain itself, but to grow. Per the U.S. Census' 2012-2016 five-year estimate, the City currently maintains a population of some 8,650 residents. Within the immediate 7-mile radius which includes the Town of Deerpark, NY, and portions of Pennsylvania and New Jersey, there are an additional 15,238 residents. From a 7-15 miles radius, there are another 42,054. Within the entire 15-mile radius, there are approximately 66,120 residents who are drawn to the City of Port Jervis and the WWTD.

Attracted by the local arts scene, walkability and recreational opportunities, visitors and tourists, both domestic and international are finding their way to Port Jervis on a regular basis. This traffic is expected to increase because of additional advertising and having experienced a pleasant initial visit.

International visitors, including many from Asia drawn to the Falun Dafa Dragon Springs center in Cuddebackville in the Town of Deerpark, are also attracted to local, unique American experiences to be found in the WWTD. The Falun Dafa has spread to over 70-countries and its hundreds of thousand of its practitioners will be welcomed to the center. Dragon Springs is interested in eventually hosting bus tours which will then make

additional stops. The planned 300-vehicle parking area in the WWTD will be designed to hold private cars and tour buses.

With the Metro North train line that originates in lower Manhattan terminating in the WWTD, the NYC Metro area and any portion of its millions of residents and tourists will find the trip to Port Jervis very straight forward. For those interested in other regional attractions such as Legoland in Goshen, West Point, Storm King Art Center or Sullivan County's Resorts World Catskill, the WWTD is less than a 45-minute drive to its furthest point. This distance also includes access to Stewart International Airport which now services Norwegian Airlines with routes to Ireland, Scotland and Norway.

With increased advertising through the domestic and international I Love NY outlets, this international visitor count is expected to grow. No stranger to international visitors and business, Debbie Raia, owner of the 10-year old UpFront Exhibition Space and Gallery in the WWTD, said since UpFront's establishment in 2007, in addition to its representation of local artists, "...we have exhibited artists from as far away as Bangladesh and New Zealand." As additional commercial and DRI infrastructure and recreational aspects are upgraded and come online, more visitors are expected.

3) Past Investment, future investment potential. Describe how this DRI area will be able to capitalize on prior private and public investment, or catalyze future investments in the neighborhood and its surrounding areas.

Of the City's 2.7 square land and water miles, the White Water Trails District (WWTD) encompasses some 61 acres of parklands and 81 acres of commercial, residential and railroad property. Over the last five-years, the White Water Trails District has received significant direct and indirect public and private investments. It is estimated that with purchases, rehabs, façade improvements, sidewalks, sewer and water line work, paving, streetscape improvements, this area has benefited from some \$19.8 million dollars of direct and indirect investment.

This estimate results from 13-businesses and their combined \$11,230,000 in purchases and rehab and \$8.5 million in grants and revolving loan funds (see Tables below). These funds are estimated to have thus far developed 18 full-time positions and 45-part-time with these businesses alone. Over the same. Another \$21.7 million in grants and loans has assisted the City outside the WWTD.

In the coming 1-3 years, an additional \$9 million is expected to be invested in the WWTD. This includes the Metro North station's \$4 million in ADA improvements, and in three of the largest buildings yet to be rehabbed in the City's historic downtown on Front St. Plans under discussion for the downtown buildings include boutique hotels, catering, offices, and artist co-op's. With these investments as well as DRI funded improvements, these businesses alone are expected to develop, 90-full-time and 198-part-time positions.

These positions could very well be filled by any number of the 1,063 WWTD residents which represent 12% of the City's population. The local Census tracts contain dense and older housing stock. The populations in these areas have a low-to moderate income at rate of over 60% making them some of the least well-off community members. In contrast to the CBD, many of the City's working-poor reside in the WWTD area in between the railroad tracks and the Delaware.

Due to the lack of available parking, commerce has already been restrained. Recent commentary from locals include both sides of the burgeoning development coin. The Good - "There are a lot of cars with out-of-state

plates parked downtown,” and the Not so Good - “I drove downtown but couldn’t find a parking space, so I went home.” Additionally, with all buildings within the current historic downtown utilized, additional growth and development in the riverside area will only proceed with sq. connectivity across the tracks into the downtown.

With DRI funds assistance with connectivity and parking between the riverside and the downtown, merchants in the historic downtown will have more flow through giving them a sustainable economic base. In addition to the proposed 300-parking lot on the riverside, the City has been reviewing both connectivity and parking options including meters, a parking garage, shared options with private property owners. None of these proposed solutions simultaneously provide complete solutions regarding needed space or aesthetics.

The existing businesses and early adopters within the current CBD have enough business to maintain themselves. As a result, they are working to market the City and the historic downtown. Business owners on Front St., have already formed a Historical Merchants Association which through local flyers and social media drew more than 500 people to their first recent event, the Cinco de Mayo Girls Night Out.

Private WWTD Investments - Current and Future

#	Street	Current/Anticipated Use	Sq. Feet	Investment	Future	FTE -	PTE -	FTE	PTE-
				to date	Investment	Current	Current	Future	Future
100	Pike Plaza	Strip Mall - Grocery, Nail Salon, etc.	14,740	6,000,000		0	10	20	50
20	Front St	Restaurant/Bar/Event Space	4,284	200,000		0	0	3	7
24	Front St	Mixed use - Four Commercial/21-Apts	22,802	1,200,000		0	0	8	10
34-40	Front St	Antique/Comic Book-Collectibles	7,296	5,000		2	3	3	5
42	Front St	Meeting/Event Space/Experiential Marketing	4,800	450,000		2	4	2	8
44	Front St	Private Warehouse/Boutique Hotel-Catering	30,616	-	3,000,000	0	0	5	20
46	Front St	Craft Brewery/Restaurant	11,880	1,200,000	250,000	5	10	6	15
78	Front St	Mini-Mall "Riverwalk"	15,150	950,000		6	10	15	30
15	Front St	Commercial/Ice Cream/Florist	2,184	250,000		1	0	2	8
17	Front St	Restaurant	4,500	3,000		2	8	3	10
29	Front St	Commercial/Office - Boutique Hotel	15,360	350,000	2,000,000	0	0	7	15
51-55	Front St	Health Offices	6,534	275,000		0	0	6	15
22	Jersey Ave	Commercial/Arts	21,075	400,000		0	0	10	5
			161,221	11,283,000	5,250,000	18	45	90	198
	Metro North RR	ADA improvements		-	4,000,000				
Total Private WWTD				11,283,000	9,250,000				

Grants/Loans - Inside or Contributes to White Water Trails District

Agency	Project	Amount	Match	Total Project	Status
2016 USDA Loan - 2014	Water Plant Clarifyer	\$ 4,200,000	\$0	\$ 4,200,000	Complete
City of Port Jervis/Other 2010-2017	White Water Kayak Park Planning	\$ 25,000	\$ 128,000	\$ 153,000	Complete
Greenway Grant - 2015	Downtown Planning	\$ 10,000	\$ 10,000	\$ 20,000	Complete
Greenway Grant - 2018	Comp Plan/Code Gap Analysis	\$ 10,000	\$ 10,000	\$ 20,000	Present
NYS - 2013-2018	ROAD REPAIR - 5 YEARS	\$ 150,000	\$ -	\$ 150,000	On-going
NYS DEC - Urban Forestry - 2016	Inventory & Management Plan	\$ 50,000	\$ -	\$ 50,000	Present
NYS DHSES - 2015	Swiftwater Training	\$ 12,133	\$ -	\$ 12,133	Present
NYS DOS LWRP - 2013	White Water Kayak Park Planning	\$ 49,050	\$ 49,050	\$ 98,100	Present
NYS DOS LWRP - 2015	Comp Plan/Code Update	\$ 50,000	\$ 50,000	\$ 100,000	Present
NYS DOT/NYS SAM - 2017 Project	Pedestrian Promenade/Sidewalks	\$ 1,060,000	350,000	\$ 1,410,000	Present
NYS EFC Eng. Plan. - 2015	i&i study	\$ 100,000	\$ 25,000	\$ 125,000	Present
NYS ESD - 2016	NY RESTORE- Demo 6 City Owned Properties	\$ 120,000	\$ -	\$ 120,000	Present
NYS HCR AHC - 2015	Housing Rehab	\$ 350,000	\$ 165,000	\$ 515,000	Present
NYS HCR- CDBG - 2014	Jersey Ave Sewer Repair	\$ 590,867	\$ -	\$ 590,867	Complete
NYS HCR- CDBG - 2014	Mico Enterprise	\$ 200,000	\$ 20,000	\$ 220,000	Complete
PJCDA 2014-2018	Revolving Loan Funds - 7 Business	\$ -	\$ 669,702	\$ 669,702	Complete
SAM Grant - 2016	Elks Brox/Watershed/Erie Turntable	\$ 100,000	\$ -	\$ 100,000	Present
Total				\$ 8,553,802	

Grants/Loans - Within City But Outside White Water Trails District

Agency	Project	Amount	Match	Total Project	Status
Federal-NYS DOT - City - 2-13-2018	Tri-State Bridge and Road Widening/SAFE Street	\$ 18,000,000	\$1,200,000	\$ 19,200,000	Present
FEMA - 2017 Project	SPILLWAY - FLOOD MITIGATION	\$ 1,800,000	\$ 550,000	\$ 2,350,000	Complete
NYS DHSES - 2015	Confined Space Training	\$ 136,760	\$ -	\$ 136,760	Present
Total Outside DRI				\$21,686,760	

4) Recent or impending job growth. Describe how recent or impending job growth within or near the DRI area will attract professionals to an active life in the downtown, support redevelopment, and make growth sustainable in the long-term.

“The thought of retiring from corporate America and more specifically from a thrilling career in the entertaining industry for the more enjoyable life upstate NY, where I had owned a “summer” house for over a decade, had been nagging me for quite some time. But even if I was ready to walk away from all the trappings of a secure and flashy job I had to figure out how in the world does anyone make a decent living outside NY or LA (when your highly in demand skills are not so much so among trees and rivers). Port Jervis provided most answers.” Myriam Lopez, co-owner of 20 Front St. in the WWTD, the Neversink Social.

As other major employers including Kolmar, an international private labeler of health and beauty products, Bon Secours Community Hospital, the Port Jervis City School District and the City itself have maintained steady employment numbers, new businesses are opening in the WWTD and are hiring residents. Though in the rehab stage, once open and by the end of 5-years, Neversink Social expects to hire 12-15 people. The Private Investment table above, provides a sampling of new business job numbers within the last three years. With DRI funding, in the coming three years, the expectation is that those numbers will jump four-fold. These are jobs that will provide youth an opportunity to learn new skills.

More so at issue is local workforce development that will provide residents the needed skills and knowledge for the jobs available. With the opening of the long awaited Sullivan County casino, the Resorts World Catskill, and the pending opening of Legoland in Goshen, NY, competition for labor in the regions is intensifying. To the City’s benefit, SUNY Orange, a two-year college is holding its first classes this summer on upper Pike St. its new satellite location. The college performed extensive outreach over the last year, gathering community input and is tailoring its list of classes to encourage new learners to begin their educational journey. In addition, workforce development conversations are taking place in mixed groups of businesses, learning institutions, agencies and municipalities, with the objective of developing education courses responsive to local employers’ needs while providing a ladder to success to local residents.

The attributes that support a four-season international outdoor recreational tourist destination, are also attractive to active professionals and businesses seeking to relocate. For example, a recent email to the City in response to an online Comprehensive Plan update survey is typical of new residents in the area. Here, a young family living outside the WWTD commented, *“I’m very excited re: all the various improvements to Port Jervis area! My husband & I moved from WI in 2015 for his job search in the science field. We enjoy Port Jervis because of its natural beauty, great NY food & affordable cost of living. My husband found a job as a professor in Brooklyn this year & utilizes the train on a weekly basis. I teach at local preschool & nanny, both of which make use of my teaching degree,” – M.C.*

The City continues in talks with the Town of Deerpark with regards to the annexation of some 200-acres of land that would then be eligible for City sewer and water services. Currently Deerpark has no municipal services.

These lands with services would then be attractive to the location of new businesses, preferably in the high-tech arena. Otherwise, to address the lack of lodging within the NY area, with annexation and access to municipal services, one parcel off the Port Jervis Interstate 84 Exit 1 is ready for the building of two 6960 sq. ft. restaurants and a 35,100 sq. ft. hotel. An adjacent parcel will contain a 220,000 sq. ft. hotel and conference/event center. Though within a five-minute drive of the WWTD, these parcels are outside the WWTD, and therefore the job numbers are not estimated within this application.

5) Attractiveness of physical environment. Identify the properties or characteristics that the DRI area possesses that contribute, or could contribute if enhanced, to the attractiveness and livability of the downtown for a diverse population of varying ages, income, gender identity, ability, mobility, and cultural background. Consider, for example, the presence of developable mixed-use spaces, varied housing types at different levels of affordability, walkability and bikeability, healthy and affordable food markets, and public parks and gathering spaces.

The White Water Trails District (WWTD) holds the distinction of being very eclectic. Port Jervis was never standard. Even in its 24/7 days as a sooty, blue collar railroad town, opera was sung in the local Palace Theatre where it was enjoyed by men in tuxedos and women wearing long silk gloves. Port Jervis was “the place to go.” On a more serious note, Civil War veterans and Buffalo soldiers are buried together in the Laurel Grove Cemetery and are recognized together each Memorial Day and Veterans Day. The City celebrates individuality and through combined action encourages action towards common visions.

The WWTD holds these many different threads. The WWTD also contains the historic register Erie Depot and Post Office. Varied architecture ranging from multi-storied mixed use buildings to humble single family homes provide homes for seniors, families and youth of all economic strata. Previously vacant homes resulting from the Great Recession of 2008, are slowly being released by the banks, sold and rehabbed with fresh paint and plantings. There are still housing bargains to be had in the City and Millennials and first-time homebuyers are offered programs with matching funds for down payments and closing costs.

A family whose members have varying tastes and interests could each find an activity to match, be it outdoor adventure, retail therapy or homemade gelato. Stores range from comic books and collectibles, of interest to youth and the young at heart, to the “New Brooklyn-like” Foundry 42 with coffee bar, open mike events and reclaimed home furnishing. Eateries offer Chinese, Italian, Indian and American as well as homemade ice cream, juicy burgers and crisp fries or a plant-based vegan/vegetarian options at the new Fogwood and Fig Café.

At one time the City’s population was 98% white. Now at 8,828 residents, it is approximately 82% white, 10% Hispanic or Latino, 7% black, 1% Asian. This population shift, and increased diversity is accompanied by an increase in the LGBTQ and Asian community. In addition to any number of places of worship, many residents find the local St. Peter’s Lutheran Church to be a welcoming spiritual center.

Recreational opportunities are open to all residents and visitors. The 15-mile radius surrounding Port Jervis includes the City of Middletown, the Mid-Hudson Valley, DRI Round 1 awardee. Eventually, planned connections to tie Port Jervis area walking trails with the Heritage Trail due to make its way through Middletown will take shape. The intention is to connect hiking/biking trails with the Metro North Port Jervis train line that stops in the Town of Wallkill and services Middletown, with the terminus in Port Jervis. This connectivity will entice those interested to bring themselves and their bikes to disembark on one of the train stops, hike/bike the loop to the other location and return home.

In its third year at its new location in the WWTD, residents and visitors alike may visit the Port Jervis Farmer's Market with 8-10 vendors on a summer Saturday morning. While there learning about new recipes, customers enjoy live music and purchase fresh produce and homemade crafts. The Market accepts EBT/SNAP payments and offers senior citizen and veteran vouchers. In addition, each week, educational materials on health and nutrition are made available by various agencies. The market is also supported with a \$2,000 grant from the Orange County which pays for the market manager's salary and some county wide advertising.

After visiting the market people stroll through the downtown shopping or stopping to enjoy the fountain and new plantings at the downtown pedestrian Promenade. Or, they may make their way to West End Beach, White Water Trails Recreation Area (WWTRA), the Erie Turntable, or D&H Canal Trail. As previously mentioned, one must take the long way around the railroad tracks to reach the WWTRA. But the beauty is worth it.

Unfortunately, many residents who either do not have a vehicle or choose not to use one, and who live on the western side of the railroad tracks do not utilize the legal crossing at MacArthur Circle. Reasons include it is difficult and inconvenient to reach, noisy and underground. Instead, hundreds of times a day, people cross the tracks at any one point on foot carrying belongings, bicycles and baby carriages with children. It is difficult for the police to address each crossing. With the imminent opening of the City's only full-service grocery store, the Save A Lot, at 100 Pike Plaza which is directly across from the most densely populated area of the WWTD, these crossings are expected to increase. Quality of life aspects, including access to shopping, services and jobs for the many low-to-moderate income City residents would be improved by pedestrian bridge crossings which are much safer than illegally crossing at grade.

To others, crossing at grade is not a issue as their focus lies elsewhere. From Conor Carolyn, co- owner of 20 Front St. in the WWTD, *"I fell in love with Front street the first time I drove down it. Especially the old bank building at 20 Front Street. Location and access to both train and the Delaware were first. Then comes the potential. I am definitely a 'newbie' to PJ but in the couple of years I have been here it has been fantastic to see said potential flower. Long may it continue."*

6) Quality of Life policies. Articulate the policies in place that increase the livability and quality of life of the downtown. Examples include the use of local land banks, modern zoning codes, comprehensive plans, complete streets plan, transit-oriented development, non-discrimination laws, age-friendly policies, and a downtown management structure. If policies achieving this goal are not currently in place, describe the ability of the municipality to create and implement such policies.

With the City's economic focus changing from manufacturing and transportation to one of tourism, the idea of a Waterfront District as called out in the City's 2009 Port Jervis Delaware River Revitalization Plan (LWRP), made its way to the forefront. Realizing that the last time the City's Comprehensive Plan and Land Use codes were updated was in the early 1980's, the City matched a \$50,000 NYS DOS grant with \$50,000 cash to begin the update process. Since that time, an additional Hudson Valley Greenway grant for \$10,000 was added for a Code Gap analysis.

With an experienced consultant leading the process, the City of Port Jervis began the public outreach process to update its Comprehensive Plan and Land Use codes in the summer of 2017. Now four public meetings and twelve months into the process, an active committee expect the Comp Plan and Land Use codes to be completed in the first quarter of 2019.

The public and the project committee agree for the need to naturally incorporate smart growth concepts into the City's infrastructure and future marketing. Commentary and minutes may be found on the project website at <https://portjerviscompplan.com/>

Within this plan and the resulting update of the City's Land Use codes, Fair Housing policies, transit-oriented development, Complete Street and climate smart Greenway Compact concepts will be updated and/or added. The City already maintains ADA, anti-discrimination and age-friendly policies. As the City is imminently walkable and bikeable to all points, and it contains the Metro North train station, as many residents already walk from point-to-point transit-oriented development comes naturally. Visitors bring hiking boots and bicycles to enjoy the recreational opportunities in the area and the White Water Trails District (WWTD). Next to benches, bicycle racks are becoming ubiquitous throughout the City. If anything, the City is striving to develop a "park-and-walk" frame of mind.

Not an entitlement community, Port Jervis typically annually applies for one or more NYS Consolidated Funding Applications (CFA). In the previous years, Community Development Block Grants for infrastructure improvements and micro-enterprise funding have been awarded and successfully completed.

The City does not yet have a formal Business Improvement District (BID), and until revenues come steadily to business owners and the City coffers, instead, an informal "BID Light" is forming organically among the DRI downtown businesses. Members of the 2016 CDBG microenterprise class now located and operating in the downtown business district initiated a Historic Merchants Association. Their objective is to highlight their businesses, Port Jervis' amenities and share advertising costs.

As a small city with little distance between elected officials and the citizens and a very frugal budget, in many instances, policies and working agreements are first informally developed and then codified after legal counsel input and per government regulation. In this manner a common vision is shared among participants. One example is how the local municipal government works closely with not-for-profit organizations such as the Outdoor Club of Port Jervis, a volunteer organized 501(c)3. Members maintain the Watershed Trails and are now working to benefit the White Water Trails Recreation Area with general maintenance, special projects and fundraising. Their objective, in the words of president Michael Ward, is to, *"help provide a recreational environment that can be used by people of all abilities while preserving and protecting the serenity and ecology of the forested lands."* Quite simply, the ability to move so quickly to get so much done in such an abbreviated period of time has been as a result of local government working hand-in-hand with business owners, citizens and organizations on a common vision.

7) Public Support. Describe the public participation and engagement process conducted to develop the DRI application, and the support of local leaders and stakeholders for pursuing a vision of downtown revitalization. Describe the commitment among local leaders and stakeholders to preparing and implementing a strategic investment plan. Identify an initial local lead for the program that will work with outside experts to convene a DRI Local Planning Committee to oversee the plan.

Public participation and engagement regarding this DRI application flows naturally from the investments made by the business community, and the very public and transparent Comprehensive Plan and Land Use Code Update process that is been progressing over the last year. The concepts articulated herein are a compilation of everything that has been discussed and processed over the last five years in total. This vision

has been clearly and consistently articulated by Mayor Decker now in his second two-year term as mayor and previously as the Councilman-at-Large. As the only Democrat on the current Common Council, Mayor Decker has consistently received a vote of confidence for the majority of ideas and projects he has presented. In some instances, quite simply, the City's financial difficulties have slowed and, in some instances, stopped progress.

The vision of the City moving forward towards a common goal has taken root within government, staff, and residents. Constant education and communication regarding issues and challenges have narrowed the gap between opinions and conversations that focus on evidence and solutions.

After years of planning, the actual implementation of physical change within the downtown with the rehabilitation of empty buildings containing new and vibrant businesses, as well as the installation of the new pedestrian Promenade have shown residents and visitors at the City is changing and is focused on a new and vibrant future.

Whether or not the City of Port Jervis is awarded the DRI grant, progress towards the goal of becoming a four-season international outdoor recreation tourist destination will continue, albeit much more slowly. The City constantly searches for funding opportunities that support its future goals. Ultimately, the objective is for residents and the City to be no longer financially stressed. Slowly but surely the citizens are coming to a new point in their relationship with the City. With the changes that have been occurring, people are proud to say that they live in the City of Port Jervis. With its strong civic organizations including the all-volunteer Port Jervis Fire Department, and the volunteer ambulance corps strong citizen participation in activities and public meetings and events, the many years of economic deprivation had taken its toll on the soul and outlook of the residents of Port Jervis. Fortunately, the changes occurring now in the WWTD and the publication of a well received, positive Port Jervis centered magazine titled *PJLife*, are beginning to raise people's perceptions and anticipation of a better future.

The strategic investment plan that would result from the DRI award will be an extension and continuation of the process already in place. The initial local lead for the program will be Mayor Decker and designated personnel.

- 8) Project List to Demonstrate Readiness:** Describe opportunities to build on the strengths described above by providing a list of transformative projects that will be ready for implementation with an infusion of DRI funds within the first one to two years (depending on the scope and complexity of the project) and which may leverage DRI funding with private investment or other funds. Such projects could address economic development, transportation, housing, and community development needs. While such projects should have demonstrated public support, it is recognized that projects will ultimately be vetted by the Local Planning Committee and the State. Explain how most projects proposed for DRI funding demonstrate their readiness for implementation.

The timing of the DRI award and arrival of funding in one to two years hence is perfectly timed to the optimum schedule of projects listed here and the completion of the \$20 million-plus, three-season reconstruction of the City's Interstate 84, Exit 1 road widening and Neversink bridge replacement project. The projects listed below, will not be impacted by the Tri-State Bridge and Road-widening or vice-versa

making a three-year mark for completion of all projects to truly be an exemplary example of state and municipal planning and execution.

The City is constantly seeking additional sources of funding and applies for and has received grants and loans on a regular basis (See Grants/Loans Tables above). With the receipt of the DRI award this process will continue and the local fund raising efforts of affiliated organizations will move full speed ahead. Two organizations critical to this effort include two 501(c)3 all-volunteer organizations, the Tri-States Railway Preservation Society and the Outdoor Club of Port Jervis.

The Tri-States Railway Preservation Society meets monthly and has maintained steady progress developing plans involved with preservation of local railroad history, knowledge and artifacts.

The Outdoor Club of Port Jervis is responsible for the development and maintenance of soon to be 60 miles of Watershed Trails in the City's 2,000 acre reservoir lands located on the mountains east of the City in the Town of Deerpark. In the late 2017, the original White Water Kayak Park Committee disbanded and was reformed as a subcommittee of the Outdoor Club. Fundraising, trail development and activity locations such as a new biking pump track, in the rebranded White Water Trails Recreation Area is now the responsibility of the Outdoor Club.

For each project, maintenance plans/policies will be developed and implemented. The project listing continues as follows:

1 - New York State will identify a consultant who will work with a Local Port Jervis Planning Committee to develop the grand plan. DRI: \$300,000/City: zero dollars

2 – Here in 2018, per previously mentioned safety concerns, riverside/downtown connectivity options are limited to Pedestrian Bridges, as at-grade-crossings, track realignment, and underpasses (because of too short run lengths) are the only option to have support from both the railroads and the City. Within the first one to two years of the award, the City will have contacted Metro North railroad, New Jersey Transit, and Norfolk Southern to prepare already discussed plans and approvals for pedestrian bridges at the terminations of Sussex Street and Fowler Street and the 300-vehicle parking lot. Pedestrian Bridges-DRI: \$2 million/City: \$20,000, Parking Lot-DRI: \$2 Million/City: \$50,000

3 - To implement the two-fold 19th Century Transportation in America project, Erie Train Turntable and Museum will be completed by The Tri-States Railway Preservation Society. This Society meets monthly and has been working on this plan for years. At issue are the funds necessary to implement the plan. DRI: \$150,000/City: \$10,000

4 - The final engineering of the of the Delaware and Hudson (D&H) Canal Trail will be completed so that accurate reconstruction of the basin and water controls may be instituted. Historically accurate canal boats and interpretive exhibits will be constructed. The walking trail along the 0.9 mile canal will be packed for ADA approved access. DRI: \$151,200/City: \$35,000

5 - Professional plans for a revamped City-owned West End Beach including flood plain/proof features, will be developed, and materials and equipment will be purchased and installed. DRI: \$250,000/City: \$10,000

6 - Wayfinding, signage, streetscape improvements throughout the White Water Trails District will be designed, routes tested, items purchased, and installed. DRI: \$50,000/City \$5000

7 - A Revolving Loan Fund will be established for façade and business start-ups and expansions in the WWTD. The Port Jervis Community Development Agency, a public benefit corporation, currently administers revolving loan funds services to the City. In this instance, an authorized manager/organization will be identified, and application and repayment guidelines will be codified. These funds will be designated for projects such as façade improvements, business start-up's and expansion. DRI: \$98,800/City: Zero Dollars

8 - White Water Trails Recreation Area – Kayak portion will proceed with the finalization of pre-construction requirements and continue with construction per agreements with local, state and federal agencies. In conjunction with low-water season, due to the presence of endangered species including the dwarf wedge mussel, bald eagles and their nesting sites and the long-eared bat construction must proceed in late summer/early fall.

After consistent communication with all interested county, state and federal agencies, this project has been developed in conjunction with each agencies' concerns. The permitting is expected to be fully successful to a point that the award of the DRI grant and release of funds will coincide with a fast-tracked construction schedule. DRI: \$2,500,000/City: \$50,000

9 - White Water Trails Recreation Area – 40-Acre Land Portion will proceed in parallel with development of the in-river construction with professional design, official park designations, purchasing of equipment and installation of flood plain/proof features within available budget. As plans for this area will be more ambitious than the budget available, this portion will be broken into phases. Case in point, to control traffic and provide for emergency closures, a \$2.2 million access road from East Main St. to the Fowler St. pedestrian bridge has been planned but is currently shelved awaiting needs and funding. DRI: \$2,500,000/City: \$50,000

9) Administrative Capacity. Describe the extent of the existing local administrative capacity to manage this initiative, including potential oversight of concurrent contracts once projects are selected for award.

Port Jervis Mayor Kelly B. Decker will lead this project as supported City staff and by the Port Jervis Community Development Agency (PJCD), the authorized sub-recipient already responsible for the administration of many of the City's grants. Established in 1981, the PJCD 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 PJCD coordinates activities with the mayor, Common Council, the City's corporation counsel, applicable department heads and consultants. In particular, the PJCD coordinates activities with the City Clerk-Treasurer, chief financial officer and the DPW director.

Due to advancing streamlining measures, internally the PJCD will have additional staff time available 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. The steady continuity of City department heads and staff carry projects through multiple administrations. For instance, the White Water Trails Recreation Area project has been maintained since the late-2000's over the multiple terms of two different mayors and the turnover of a number of Common Council member seats. This DRI application was latest approval by the Common Council.

10) Other. Provide any other information that informs the nomination of this downtown for a DRI award.

"Small, mighty and determined to succeed," is a clear statement of how the City of Port Jervis plans to progress towards its future as a four-season international outdoor recreational tourist destination.

Bordering two other states with a differing taxes and incentives makes it difficult to control the flow of commerce, however, the City of Port Jervis views this as an opportunity to concentrate developing unique experiences which will draw people and commerce to the White Water Trails District in Port Jervis and New York State. Whereas the big box stores filled large tracts of land in nearby Pennsylvania, Port Jervis has retained its identity as a small river town. Many residents are looking forward to the opening of the full-service grocery store, so they do not have to travel across state lines for basic necessities saving time, money and energy.

Annexation and development of alternative employment opportunities will serve to expand the economic base in the City and provide alternatives should outdoor recreation sector has difficult years. With a view to climate change and varied weather patterns, the motto, "It's not the weather. It's inappropriate clothing," will be the foundation for building a sustainable economy.

The City looks forward to partnering with other New York State municipalities for instance Middletown, NY and Sullivan County to expand the benefits the DRI award within the state. Each area has unique benefits to the intended audience and can only strengthen the White Water Trails District's attractiveness as it will exemplify the quality of life aspects exemplified in the Downtown Revitalization Initiative and the Mid—Hudson Regional Economic Development Council's maxim of Live, Work and Play.

Though the challenges are many, the future is bright with possibility. Per Joe Balistreri, owner of 5th & Grace Farmhouse Co., one of the WWTD's newest business owners, *"The look on everyone's face that comes to our store is priceless. Usually the first words are "what happened to PORT?!" It is a daily conversation with our customers that show how much pride this City has and the excitement they all have to see what their City is becoming. So much was in Port Jervis 20 years ago and that is all what everyone remembers. I look forward to seeing what all the new merchants will offer to help enrich this community and watch it blossom to be better than what is was!"*

The hope is that with the award of the 2018 Downtown Revitalization Initiative award, this bright future will become a sustainable reality.