

Downtown Revitalization Initiative

Application

BASIC INFORMATION

Regional Economic Development Council (REDC) Region: Mid-Hudson
Municipality Name: Village of Maybrook
Downtown Name: Downtown District - Village of Maybrook
County Name: Orange
Applicant Contact Name and Title: Robert Pritchard, Deputy Mayor
Applicant Contact e-mail Address: rpritch107@aol.com

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

The Village of Maybrook intends to brand itself as the Outdoor Recreation Destination for Orange County NY. The Village is poised to take advantage of a unique set of opportunities due to its geographic locality to see this branding to fruition. Village leadership has a clear vision of a downtown district that includes mixed-use buildings with wide, well-lit, walkable sidewalks and open air plazas with specialty shops, restaurants and services on the ground floors, and with apartments above. Long term support for this goal requires a solid tax base. This will be achieved through development of a modern rail-served industrial/light manufacturing park on part of a 700 plus acre privately owned defunct rail yard. Plans include nine pad sites inside the Village border. A new road will provide access to this development and an adjacent 2 mile long hiking and bicycling path accessed through an existing, but abandoned, pedestrian tunnel will provide safe access to recreational users of the 6,700 acre Stewart State Forest Preserve. We intend to provide a thriving mixed use residential and commercial center to serve recreational users, tourists, employees within a vast catchment area, planned industrial park employees and the residents of Maybrook - designated the second fastest growing Village in Orange County, residents of which are currently trapped in a designated poverty locale.

The Village has purchased several defunct properties to use as municipal parking. Plans are underway to purchase land at the southern end of Main Street for the purpose of a new public park dedicated to performing arts. As described in this application, Maybrook has seen a significant boost from new businesses in the catchment area. This in turn has caused an increase in business at local eateries, and other services. The Village of Maybrook is poised for and ready for this revitalization of our downtown.

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.*

The Village of Maybrook was once a thriving railroad industry, known as Orange Junction, starting in 1888 until in 1977, a fire destroyed the Poughkeepsie Bridge (now known as the Walkway over the Hudson). This fire decimated our local economy. Since that time the Village has effectively floundered in terms of economic development. Under the current political leadership, Maybrook has studied its economic possibilities through a SWOT analysis and has held extensive interviews with business owners, developers, bankers, real estate brokers,

planners, municipal leaders and the public at large. We self-educated, attending Placemaking seminars, planning conferences, NYCOM classes, OC Partnership, Citizen Groups and other events. We hired Engineers and Planners and assigned them to an Economic Development Team meeting monthly since 2016.

As a result of these efforts, we developed a four tiered business model studying the relationships between the Village and developers, developers and business owners, business owners and potential customers and the impacts an increased and diversified customer base would therefore generate for the Village. A few assets Maybrook found it has to work with include the Stewart State Forest Preserve, a large and concentrated senior population, a high concentration of industrial and distribution space within 2 miles, and a private landowner with approximately 700 acres developable as rail served industrial space. Maybrook is also a NYS designated Banking Development District.

The downtown business district currently has a diverse use with our Fire Department, Dusenberry Flannery Veterans of Foreign Wars Post 2064 (VFW), three churches, a bank, a post office and a community center. Three senior housing complexes and an apartment complex are immediately adjacent to the DRI. Within a two mile drive is an existing and growing concentration of warehouse, distribution and manufacturing space currently exceeding 7 million square feet. Interstate I-84 (exit 5), is 1 mile, I-87 is 8 miles, Stewart International Airport and Orange County Airport are both 6 miles, Metro North train station is 5 miles. Rarely do so many attributes align themselves as we find in Maybrook (please see map no. 1 attached). The financial and expert assistance provided through the DRI would serve as a catalyst that would significantly advance our current efforts and vision towards reality.

DOWNTOWN IDENTIFICATION

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

As shown in attached Map 3, (outlined by the purple border) the DRI area consists of all properties on the West side of NYS Rte 208 (Homestead Ave.) between Broadway on the North and Clark on the South (just off the map). It encompasses all properties between NYS Rte 208 on the East side all the way to the rail road tracks on the East between Main Street and Volunteer Place. Properties between NYS Rte 208 and Tower Avenue and between Main Street and Broadway (as projected to Tower Ave) and those properties on the North side of Main Street between Tower Ave and the proposed new park. This area has been designated in the new Village of Maybrook zoning code as a Traditional Downtown Design District (TDDD or TDD district - both are used herein).

Map 3 shows the complete rezoned TDD district and is the same boundary used for the DRI. The DRI / TDDD area includes 54 tax lots totaling 17.66 acres inclusive of public streets, 14.66 acres exclusive of public streets. Existing building square footage (SF) is 80,027. The new zoning law, signed into effect on 23 February 2018 allows buildout to approximately 185,241 SF, an increase of 105,214 or 2.31 times existing. Zoning in effect will allow building to four stories in the entire TDD district.

Three Outliers are included in the DRI project list that lie outside the DRI / TDD district (see item 8). One is included on Map 3 (new Performing Arts Park), two others, (Bicycling / hiking path and Park Interconnect path) are identified on Map 2.

Description of catchment area:

Our SWOT analysis identified three very distinct catchment area considerations which need to be discussed individually, as all three drive different aspects of the overall design consideration. First, is the diverse residential group existing in the area, which includes a very high percentage of multi-family and apartment housing as well as three senior housing complexes. The population of the Village of Maybrook is approximately 3,500 and there are approvals in place for 54 single family homes to be built beginning 1/4 mile from the TDD site and another in the design phase consisting of about 21 homes. The area the TDD sits within is considered a low-income area as defined by the 2012-2016 American Community Survey 5-Year Estimates.

The second catchment group is the work force at Neelytown Road and Bracken Road industrial / distribution centers. These encompass some collective 7.2M SF of work space and the Village of Maybrook represents the nearest point for these facilities employees to find services and dining options in a walkable downtown environment (see map 2). As section 8 will show, the Village has been working with NY Waterways Corp, sole owners of the Galaxy Industrial Development Project, to add an additional 890k SF of high value rail-served light industrial and manufacturing space. This is inside the Village borders and will therefore establish a formidable tax base as well as additional employees to utilize the multitude of services the TDD district has the capability of providing. It will also provide jobs to our existing residents as well as invite new residents to the Village. The third group is unique to the Village of Maybrook and consists of all those users of the existing Stewart State Forest Preserve. During a detailed study of the SWOT analysis it was identified that should a person traverse the entire 6,700 acre Stewart State Forest Preserve, one would not find a single place to eat or drink after enjoying a day of bicycling, hiking, bird watching, fishing, hunting or snowmobiling.

Maybrook intends to market to all three of these distinctly different groups. The new performing arts park is positioned to allow easy access to the high concentration of seniors in the area. The point at which Main Street will cross the rail road will have parking for hiking and bicycling, with access across the tracks via an existing pedestrian tunnel abandoned since 1977 - refurbished and modernized with easy access and accessibility this tunnel will isolate all pedestrian traffic from both train and vehicular traffic. Truck traffic supporting the new Galaxy industrial park will be from Henry Henning Drive to the North and all auto traffic from the Galaxy project will feed directly into the TDD district for the benefit of the shop owners and service providers. The proximity of the bicycling / hiking path intended to be built will run essentially parallel to the new Galaxy project road on the east for the full two miles - meandering along and into the forest allowing employees to access the downtown by walking or bicycling for lunch. Maybrook is geographically centered between Stewart International Airport, Orange County Municipal Airport and the Metro North Commuter rail station in Campbell Hall - all less than 6 miles from downtown Maybrook (See map 1).

2) *Past Investment, future investment potential.* Describe how this DRI area will be able to capitalize on prior private and public investment and catalyze future investments in the neighborhood and its surrounding areas. Describe recent planning efforts that support public and private investment in the proposed DRI area.

Recent Private investments made include:

- The Galaxy Ltd. project includes construction of approximately 2 miles of road and engineering for nine (9) industrial / light manufacturing sites all served by rail. (See Maps 1 & 2). The Galaxy project has been surveyed, wet lands delineated and engineering and SEQRA are in progress.

- Middletown, New Jersey Rail Road Henry Henning Drive grade crossing. This railroad grade crossing was completed in 2017 providing access to the Galaxy property and is today the site of Crestwood Propane wholesale distribution facility with a full market value of \$4,636,600 and paying total taxes of \$103,438.75. This rail crossing will be the northern connection of the proposed New Haven Blvd (See Map 2).
- The Dusenberry Flannery VFW Post 2064 purchased property for additional parking to enable expansion and will be donating one parcel to the Village for parking once the Performing Arts Park is built.
- The East End Bus company relocated to the Village in 2017 (immediately adjacent to the TDDD) with 200 plus current employees, all within walking distance to entire TDDD (See map 3).
- NYS Designated Banking District encompasses the entire TDDD.

Private investments under consideration:

- Micro Brewery – an existing 9.6k SF storage building is in negotiations for property purchase, subdivision and creation of Micro Brewery. The buyer is interested in building a second building for lease space in which a performing arts school has expressed high interest. This property is also adjacent to the Performing Arts Park (See Map 3).
- Rowley Investments purchased property in the DRI / TDDD for a development of property totaling approximately 8k SF and is attempting to purchase additional adjacent properties for expanded project build out (See Map 3).
- Mike's Deli investors plan to raze existing condemned building and erect a new three (3) story mixed use building with cafe with outdoor patio seating, a deli, and apartments above. They are also considering purchasing an adjacent property to raze for possible expansion of expand this operation (See Map 3).

Completed Public investment:

- Municipal sewer treatment plant upgraded with capacity for DRI / TDDD maximum build-out as well as the Galaxy property.
- New Sewer pipe linings completed in entire DRI / TDDD as well as most additional sections of the Village.
- Water, sewer, gas and electric currently capable of servicing entire DRI / TDDD as well as the Galaxy development entirely should maximum build-out be completed.
- The TDD area has been Re-zoned based on form based zoning and has been met with considerable enthusiasm by owners and developers.
- SEQRA, EIS and Type II list for entire DRI / TDDD has been completed making the area shovel ready.
- Village has purchased and razed a condemned property for strategic 50 space municipal parking.

Planned Public Investment:

- Main Street extension and grade crossing.
- Main Street pedestrian tunnel.
- CFA application being submitted in current CFA round to OPRHP for land acquisition grant for the purchase of a parcel to become a permanent Village Performing Arts Park.
- Construction of an Amphitheater on the new performing arts park property.

Catalyze future investments:

The TDDD / DRI is a large part of the existing Maybrook B2 zone. It is currently not all inclusive and does allow for business expansion outside the TDDD. As the value of the properties inside the TDDD rise, the more affordable option for future investors will be to expand into more of the surrounding B2 area. However, at this time, the area outside the TDDD has not had SEQRA and EIS completed.

3) 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.

Recent job growth

Neelytown Road has experienced rapid job growth in the last several years with the additions of Fed Ex Ground adjacent to Fed Ex Freight, UNFI, Pharma Cannis - a pharmaceutical distribution facility, and Orange County Steel, all opening in the past five years or less. Norwegian Air has been so successful at filling its flights from Stewart International Airport that it has added flights and destinations. Talk of an un-named Asian carrier has also begun. Resorts World Catskill has filled some of its vacant employment slots with residents of the Village and transportation of "High Rollers" is expected to take off once the county completes the reorientation and extension of its runway allowing corporate jets. Inside the Village we have added East End Bus Company (a public school transportation company with over two hundred employees) and Halmar International recently bought property doubling its land holdings here.

Impending job growth

The Galaxy project consists of 9 lots totaling 890k buildable SF of light manufacturing and industrial space. These will all have much sought after modern rail service and as such, Orange County Partnership expects high demand for these properties. Most of the existing 80k SF of existing space inside the DRI / TDDD is residential and only one building is three floors. Converting only the ground floor area of this to commercial space would allow approximately 40k SF of commercial, restaurant and service industry jobs. How many jobs that represents depends upon the specific business models being but is likely to be a few hundred.

This influx of jobs to the area, will not only encourage but necessitate the opening of other new businesses in the form of restaurants, café's, shops, and services.

4) 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 attractiveness of the DRI, TDDD area is multifaceted. Consideration was given to the varied transportation modes, as well as entry directions that might be used to access the area including Commuter bus service which traverses NYS Rte 208 directly to NYC daily. There is a high traffic count traversing the NYS Rte 208 corridor during commutes whether it be drivers heading directly to NYC or to the Campbell Hall train station from both Montgomery and Walden. Street parking will be prohibited (or greatly limited) on Rte 208 but rather will be behind the buildings facing Rte 208, this will help draw this vehicular traffic deeper into the TDDD area as they stop for coffee and the paper in route to their daily routines. Drive-through facilities are prohibited in the TDDD. Foot traffic from both the senior and apartment population will enter from the West side. Employee traffic from the Galaxy project from the east, foot traffic from the North and bicyclists entering from the Stewart State Forest Preserve from the East. The East End Bus Company, Montgomery Overall and the Fire Department will all enter from the South. This design encourages pedestrian saturation from all compass points entering the TDDD. Having designated required parking behind the buildings (as stipulated in the new zoning) will demand creation of walkways, plazas and green spaces away from the din of vehicular traffic (See map 3).

There exist today within the TDDD boundary three churches, the Fire Department, the VFW hall, the post office, the Villages' only bank and the Village community center (formally designated as a library) which is currently the only location in Orange County beside the County Government Center to get a US Passport. While many of the patrons of these facilities (post office, bank and fire department) are frequented predominately by residents of the Village of Maybrook, many of the others (Community Center, VFW and churches) are not. There is a considerable draw of eclectic demographics all of whom must go outside the TDDD today to get a cup of coffee, newspaper, lunch or a haircut.

A new road (Murray Avenue) is to be built on the east end of the TDDD between Charles and Main Streets along the west side of the rail road. This road will be a bit wider allowing nose in parking for bicyclists accessing the Stewart Sate Forest as well as to allow the Maybrook Fire Department rapid access to the Galaxy development. Truck traffic will be encouraged to use the Henry Henning Drive access point but Murray Avenue will allow a second means of access without having any heavy truck traffic on Main Street.

To further encourage private enterprise to open shops, restaurants, taverns and the like we propose suspending the open container law and encourage these facilities to provide table service to the amphitheater attendees during concerts and events. We have a School of Dance & Performing Arts excited about relocating to the Village, a Wind Ensemble that plays regularly at our Senior Center and an off Broadway Performing Group all interested in utilizing this facility. In addition we have the aforementioned micro-brewery interested in signing bands and staging outdoor events as well.

5) *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 that support livability and quality of life in downtown are not currently in place, describe near-term efforts by the municipality to create and implement such policies.*

Before embarking on any redevelopment initiative, we worked on upgrading the municipal infrastructure ensuring the work we were about to embark on would not be in vain. We successfully built a brand new sewer treatment plant, opened on time and under budget and with the capacity to support both the maximum build-out of the DRI/TDDD as well as the proposed Galaxy project. We spent several years relining our existing sewer lines eliminating infiltration and are just about 100% complete. We changed the zoning in the Village to make all new site plans include sidewalks and have added nearly a thousand feet of new sidewalk to existing property where none existed before.

The Orange County Greenway Compact was used extensively in the design and development strategies in developing the zoning documents and fully complies with the Village of Maybrook Comprehensive Plan. One of the outliers mentioned in item 1 is for a pedestrian park interconnect which will connect two Village parks via a lighted walking / bicycling path of approximately 540 feet and thereby eliminate the need for children to walk nearly a half mile along roads which do not yet have sidewalks.

The Village of Maybrook studied the successes and failures of surrounding towns and villages. We adopted the successes of Form Based Zoning in principal but did it in house with our own expert Planning, Legal and Engineering teams. Performing the footwork ourselves cost the Village approximately \$17k where as other

municipalities spent upwards of 10 times that amount. Doing this in-house helped assure buy-in by all board members as they were constantly appraised of developments and required to provide input. In addition, and as a result of the extensive interviewing done with developers, realtors and others we decided to go full "Shovel Ready" with the completion of SEQRA, GEIS, EIS and Type II listing for the entire TDDD and the 54 lots therein. The zoning SEQRA and EIS were adopted on 23 February 2018 and we are the only Village in Orange County in such a position today. We have made these same professional consultants available to developers as well as individual property owners for an initial consultation to help them understand these new zoning laws and explain the incentives, specifically the considerable benefits of the shared parking plans therein. Several high value development teams have taken advantage of this service and are currently meeting with their design and engineering teams.

We feel extremely confident in being able to keep a steady flow of performers in the new amphitheater due to the dedication of this Village leadership currently possesses in its other park activities. The Village lost its elementary school several years ago in a cost cutting effort by the Valley Central School Board. Shortly thereafter we experienced the additional losses of our Cub Scout Pack, Little League and summer recreation program. These extenuating losses came due only to the fact that these children preferred attending these activities where and with whom they attend school. They stayed in Cub Scouts, joined Little League and go to more costly summer recreation programs, but where they now attend school. However, all High School Girls home softball games and the, Orange County Youth Soccer League play all their home games on Maybrook fields, as well as an adult Volleyball league which pulls people in from across Orange County and beyond. The ball fields are rented to travel teams and we have had teams from Connecticut, Pennsylvania and New Jersey take advantage of the pristine fields. Maybrook leaves little to chance. When the school board voted to close our elementary school a single board member resided in the Village. Today, four of the seven members of the school board are residents of Maybrook, including the President.

6) 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. Characterize the commitment among local leaders and stakeholders to preparing and implementing a strategic investment plan.*

A formal Economic Development Council (EDC) was established on 13 March 2017 run by the Deputy Mayor consisting of the following members; the Mayor, Village Attorney, Village Engineer, Head of DPW, Village Planner and Grant Writer. Special guests are invited where pertinent and include developers, property owners, commercial real estate brokers and numerous state and county officials. These meetings occur on the same day as the first scheduled monthly Village Board of Trustees meetings but 2 hours prior. While the EDC meetings themselves are not public meetings the Village Board meetings immediately following are and the full board is briefed on all updates accordingly. As these updates are presented during public meetings the comments from the board as well as the public are recorded into the minutes.

Formal public hearings have been held for SEQRA, DGEIS and Zoning Law adoption. No negative comments were recorded at any of these meetings. Private conversations with residents, business owners and property owners have generated only praise and, in the case of several property owners, anticipation. The Deputy Mayor made a formal presentation during a regular meeting of the Maybrook Golden Links - the local Senior Citizen group. This meeting was attended by some fifty residents many of who reside within the senior complexes adjacent to the DRI / TDDD. There were no negative comments and much praise for the prospect of having eateries, shopping and services within walking distance.

The local lead designated to work with the DRI Local Planning Committee shall be the Deputy Mayor and, where practical shall include all members of the aforementioned EDC team currently in place as this team collectively has the complete knowledgeable base. The entire DRI as well as the Galaxy Ltd project property sits inside a Priority Growth Area as identified by the Orange County Greenway Compact.

The Revitalization Initiative is a vital part of all Village meetings and discussions and is a priority in almost every operational decision made by Village Leadership.

7) Transformative opportunities. *Describe opportunities to build on the strengths described above by providing a list of transformative projects that could 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). Identify potential development opportunities, such as municipally-owned property that may be appropriate for redevelopment. Projects may be public or private, and could address economic development, transportation, housing, and community development needs. It should be recognized that if a DRI award is made to the downtown, the projects identified here, along with any others that may arise during the DRI planning process, will ultimately be vetted by the Local Planning Committee and the State to determine which projects receive DRI grants.*

There are a large number of individual projects that fall into three primary groups:

- 1) High tax generation and high employment value projects
- 2) Tourism generation and catchment value targets
- 3) Placemaking; comfort and pedestrian aesthetic values

Some of the projects that follow will undoubtedly fall into more than just the category listed but appear where most prevalent.

1) High tax generation and employment value projects

- This group consists primarily of an infrastructure investment being largely made by both private and municipal investment but which we seek monetary encouragement to ease the investment burden and hasten chronologic events. These projects are all directly related to building the tax base, and bringing the 890k SF of manufacturing and industrial space and between 40k and 120k SF of new downtown commercial and apartments on line. These projects are shown on maps 2 and 3 and include the Main Street extension and pedestrian tunnel, rail grade crossing at Main Street, New Haven Blvd and the new Murray Ave.
- The rail crossing is anticipated to cost \$600k of which \$100k would come from DRI funds, \$500k from private investment by Middletown, New Jersey Rail Road.
- New Haven Blvd is a proposed new 2 mile long road along which the frontage for the Galaxy Ltd industrial development sites lie. This road will run from the new Main Street rail crossing to the existing Henry Henning Drive rail crossing to the North and will be built such that the industrial sites are all between the existing rail bed to the west and New Haven Blvd to the east (See map 2). All 890k SF of new space would be accessed from this new road. Cost to build New Haven Blvd is estimated at approximately \$6M of which \$1M would come from DRI funding. The remaining \$5M would be from private investment by Galaxy Ltd, a wholly owned subsidiary of New York Waterways. This is our priority project as it will begin the return of investment dollars most rapidly. Surveying and wet delineation is complete, engineering and SEQRA are in progress.
- Once New Haven Blvd is complete, the new Galaxy Ltd project light manufacturing site development will begin consisting of 9 engineered sites totaling 890k SF. This represents a total investment in excess of \$100M depending on purchasers of the sites - this portion of the project will be sourced through private

funding only. No DRI funds shall be used for these individually privately held properties. Engineering and SEQRA are underway. Site clearing is anticipated to begin in 2019 provided funding for the road can be obtained. Marketing for the individual sites has begun privately by both Galaxy Ltd and Middletown, New Jersey Rail Road with several, as yet unnamed, parties expressing considerable interest.

- The Main Street extension and Murray Ave are two closely related, in fact connected, projects and will be completed largely by the Village of Maybrook DPW. These two streets are not extensive in length but each serve critical purposes for access, safety and a focal point for the hiking / bicycling component of the overall revitalization plan. The overall cost of these roads including parking, lighting and landscaping is estimated to be \$1M of which \$250k could come from DRI. The remaining would come from labor and equipment from the DPW and private investment from the landowners. One of the land owners is the Village of Maybrook and houses the Village DPW works. The other property is currently being utilized as a storage facility for shipping containers by an upstate New York company. A potential buyer has been in touch with the owner and a verbal agreement has been made to sell the property. The Village has been working with both the current owner as well as the investor to sub-divide the property and take the required land necessary for these roads. On the remaining property an existing 9.6k SF building is proposed to be repurposed as a Micro Brewery and a new 3 or 4 story mixed use building is being considered. This new building has a high level of interest from several investors including a school of performing arts currently in an area outside the Village of Maybrook who are very interested in relocating here. This new building will become the focal point of all vehicular traffic entering into the DRI from the east over the rail bed as well as all pedestrians and bicyclists entering the DRI via the pedestrian tunnel beneath the rail bed. The Micro Brewery is expected to cost upwards of \$700k and will be a private investment. The new building is expected to run upwards of \$2.6M. Use of DRI funds would be for curbing, plazas and landscaping and not for the actual construction of the building. Therefore, no DRI funds are being considered for either project except for possible use of low interest loans (See map 3).
- Two additional projects have been before the EDC for fact finding. One is owned by highly reputable developer / investors consisting of a small vacant house with 150' of frontage on NYS Rte 208. These individuals have approached the Village to pursue putting up a three story mixed use building between 8 and 10k SF consisting of restaurants, cafes and other space on the first floor and apartments above. They have been seeking to buy adjacent properties to expand the scope of the project and thereby build continuity across the entire block from Volunteer Place to Main Street (See map 3) upon which, if successful, they plan to raze all properties and build the entire block anew. These individuals came before the Village EDC to take advantage of free access to our team of consultants for their Initial Consultation on 14 May of this year and are currently meeting with their design and engineering staff as well as reaching out to the adjacent property owners. As a standalone project (without expanding onto neighboring parcels) this represents a potential private investment of approximately \$2M. No DRI funds have been earmarked.
- Another very similar project is across Rte 208 between Oak Street and Broadway concerning a condemned building formally known as "Mike's Deli" (See map 3). This too is owned by an investment group looking to raze the building and build a 3 story mixed use project consisting of a deli on the right and a cafe on the left with an outdoor dining plaza facing Oak Street. These investors are also looking to expand the scope of the project and have opened dialog with the property owner on the north facing Broadway with the intent to raze this entire block as well. A representative of this group had met with the EDC prior to the adoption of the zoning laws and will be coming in with a concept plan at an as yet to be determined date in the future. This project, again without expanding onto the neighboring parcel is expected to be in the neighborhood of \$1.4M. This too is private funding and no DRI funding has been considered at this time. These two similar projects are not being perused by the same developers, they are completely unrelated to one another.

2) In order to generate the tourism factor required to brand Maybrook as the Outdoor Entertainment Destination of Orange County we need to create access to and from the Stewart State Forest and provide parking for these users. As there is an active rail line, safety is of paramount concern for all parties involved.

- A pedestrian tunnel was built by New Haven Rail Road originally to allow rail yard workers the safe passage from the once bustling downtown to the work areas of the train yard without having to cross active rail lines. Our purpose for this is the same. This tunnel traverses the rail yard at the foot of Main Street allowing the Galaxy industrial park to peacefully coexist directly adjacent to a thriving natural state forest habitat visited by thousands of outdoor recreation minded people every year. The Village of Maybrook is applying for a separate CFA Feasibility Study grant for this but anticipates an estimated cost of about \$1M. Refinishing and lighting the tunnel is not anticipated to run very high thus the bulk of the cost is in ADA accessibility compliance, ramps and approaches. We anticipate this tunnel to get a lot of use from the senior population as well as the catchment area bicyclists visiting the Stewart Sate Forest. This tunnel will provide a safety aspect eliminating pedestrian and bicycling traffic from ever having to cross an active rail line and runs directly in keep with the Live, Work, Play goals established in the DRI guide book. This defines Live, Work, Play as Galaxy property employees will be able to walk or bicycle to their facilities without ever crossing a single road except to enter the driveway of the plant in which they are employed. Pedestrians or bicyclists out to enjoy nature for the day will never have to cross active streets, or rail lines.
- Streets, walks and plaza's within the DRI area as shown on map 3 (and the inserts on map 3) are to be upgraded with new pedestrian accessible walks, plaza's, traffic calming intersections, curbs, accessible crosswalks, on street delineated parking, lighting. Private property interconnected shared parking and walks suggests this be accomplished most likely as a design / build operation in stages perhaps by block and as a consortium between the individual property owners, DPW, EDC, Local Planning Committee and the Village Planning Board. Zoning incentives are currently in place to encourage participation and developers as well as individual property owners we have discussed these arrangements with have shown great interest. Details of this zoning incentive are available for review and will be presented should the Village of Maybrook be selected for an interview by the DRI Selection Committee. Expected costs for the entire DRI area is expected to be in the \$5M range with \$1M from DRI, \$1M in loans to property owners from DRI funds, \$1M in labor and equipment from the Village DPW and \$2M from investment by various individual property owners.

3) This third group consists of our effort to create a sense of place.

- We have begun dialog with a company for the acquisition of a property currently used as a steel storage yard (shown on map 3) for a new Village performing arts park. To do this we are applying for a land acquisition grant through OPRHP. No DRI funds will be used for the acquisition of this property. This property does have two buildings in poor condition which will be removed. We intend to construct an amphitheater, landscaping, parking, pedestrian walks, plazas and lighting. As design has not been accomplished estimates are generalized but expected around the \$2M (not including the amphitheater). Demolition, clearing and grading will be completed by the Village and private funding will be sought. DRI funding will be contributed but as yet undetermined capacity. The amphitheater has several interested venues for its use and the Village has considered table numbering for Village restaurants to provide table service and is considering suspending open container laws during special events making this site the equivalent of an outdoor dinner theater during certain events with service from as many restaurants as there are in the DRI. Sponsors for funding portions of the construction of the amphitheater will be sought.
- The Village will build two municipal parking lots (59 total projected spaces), curbing, plazas walkways and delineation on properties currently owned by the Village of Maybrook. These properties have been cleared, buildings razed, underground storage tanks removed and sites certified cleared by DEC. Conceptual design is

complete, engineering shall be accomplished by the Village Engineer, much of the work will be completed by the Village DPW. Total costs are expected to run approximately \$1.2M with \$300k from DRI funds.

- The last item is extremely important to completing the vision of the Village of Maybrook and that is the 2-mile long hiking and bicycling path to be built along the eastern side of New Haven Blvd allowing access to the Stewart State Forest Preserve. Work will begin as soon as possible but in such fashion as to not interfere with the development of New Haven Blvd. This should be able to begin as soon as New Haven Blvd is completed. Development of the individual industrial sites will be contained upon their selected site boundaries and should be of no consequence. The Village of Maybrook DPW will perform some of the work on this project and DRI funds used for the purchase of materials required. This path is expected to cost between \$500k and \$1M depending upon design considerations such as lighting, benches and materials perhaps half would come from DRI funds.

Summary

- Our projected timelines are ambitious but, for most of the projects in Group 1, the sites in question are today completely shovel ready. These investors need simply bring a workable site plan to present before the Planning Board. Assuming the criteria required by the zoning law meets the legal and design standards they will receive the necessary permits. Most of the projects listed in Group 1 are simply waiting to see the extension of Main Street and New Haven Blvd begin. We expect a large influx of permits as soon as physical activity begin on the new roads.
- The opportunity to have access to the resources and assistance provided by the DRI would serve as a catalyst to drive our current implementation strategy into a reality much more rapidly than the Village could accomplish without such support. Our plan would not be possible without the collaboration on initiatives being undertaken by private entities, and stakeholders who are dedicated to making our vision a reality.
- It should be noted there is an unrelated proposal for Brown's pond to the southeast of the Village to have a boardwalk, nature path and rail trail built. This site begins approximately 4 miles to the southeast and the design calls for the rail trail to terminate at the same point our DRI access tunnel would daylight east of the rail lines. If granted an interview before the DRI panel this map will be presented. We cannot speak to the status of this project as it is being pursued by entities outside the Village but it is certainly complimentary to our goals.

8) Administrative Capacity. *Describe the existing local administrative capacity to manage this planning and implementation initiative, including the ability to oversee contracts for awarded municipal projects using existing staff and resources.*

The Village of Maybrook has highly qualified people in key positions including the DPW but as there are several projects intended to be completed by the DPW for cost savings measures, we will therefore add to existing workforce accordingly. Management of multiple projects is currently done in house, however - as in the case above, the volume of work involved after award of the DRI would tax the current leadership beyond their existing capacity to manage. The Village may therefore hire Project Managers for specific projects or - more likely - will hire a Program Manager for the duration of execution and oversight of all DRI contracts. Specific Project Managers would report to this individual. The Program Manager will become a formal member of the Economic Development Team currently in place and, by default, work closely with the Local Planning Committee. This Program Manager will not be a member of any firm currently under contract by the Village. Sweeping changes were made to the Village consulting teams at the beginning of the EDC initiative. No change to the Village Attorney was made as they have ample staffing to handle every issue. We have a new Village Engineer backed by a strong and vibrant support staff as well as a new Village Planner also with vast resources

to draw upon. These three firms have all been major players in the development of the Maybrook mission, vision and strategy and no changes are foreseen thereof. The Village of Maybrook was triple A rated by Moody's up to the advent of bonding the Sewer Treatment Plant when we dropped to AA. We have since been diligently working to regain that coveted position and have been given positive signs from Moody's of movement towards that goal. The tax rate for the Village is the lowest of the three villages in the Town of Montgomery and the fact we have little tax ratable base that generates considerable pride amongst the collective Board of Trustees. It truly is a team effort. However, with the volume of contracts and management of recording expenditure in light of award of the DRI award we would bring on a full time financial administrator to work with the Village Clerk Treasurer and Program Manager. Operating funds would be deposited at the Wallkill Valley Federal Savings and Loan as they are the awardees of the NYS Banking District for the Village.

Village leadership, from the Mayor to the Village Board of Trustees and Village employees are all dedicated to the branding and the success of the Downtown Revitalization Initiative. This project is a priority on all Village Board meeting agendas, and subject of numerous informal discussions with stakeholders. Experts in the fields of planning, engineering, and grant writing have all been diligently working towards making this vision a reality. County officials at the highest level also support the effort. The Village of Maybrook is poised and ready to do the work needed to make our community an economically successful destination. To make Maybrook an Outdoor Recreation Destination with a formidable tax base.

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

The total potential investments outlined herein suggest a gross investment exceeding \$124M. Of this, we are currently suggesting earmarks totaling \$3.15M of the DRI award to specific major projects. The number of jobs both short-term construction as well as long term permanent positions is huge, but cannot be accurately defined until such time as companies begin to select sites and announce their plans. Tax revenue generated by one of the parcels in the Town of Montgomery equivalent to the average size of these parcels was collectively \$103,438.75 in County, Town and School taxes received. If repeating this amount 9 additional times, the State will see its entire investment returned in less than ten-years' time and will have recreated a long lost sense of place and embody equally the entire definition of Live, Work, Play.

We are excited and extremely hopeful for this opportunity and we sincerely thank you and appreciate your consideration.





