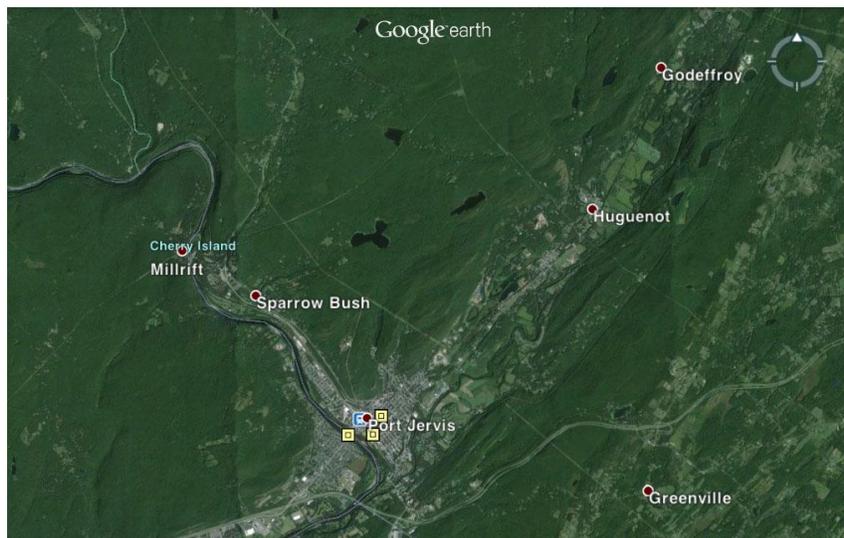


## 2017 City of Port Jervis Projects

Mayor's proposed



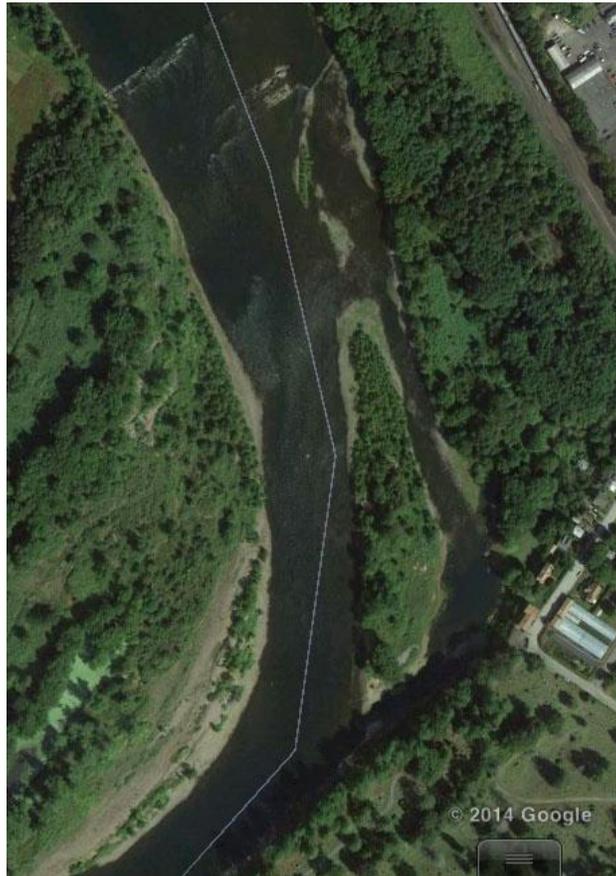
The City of Port Jervis is beautifully situated in the twin valleys of the Neversink and Delaware Rivers, and between the Appalachian Plateau and Shawangunk Mountains. It is located near thousands of acres of state parks, forests, game lands, and two National Park Service units- the Delaware Water Gap National Recreation Area and the Upper Delaware Scenic and Recreational River. One could not pick a nicer location on which to build a community.

The city was once located entirely within the boundaries of the Town of Deerpark, which was created in 1798. Port Jervis was first incorporated as a village in 1853, and then, after being partitioned from the Town of Deerpark, it became a city in 1907. Port Jervis has long been a transportation center. Whether it was a stop on the Delaware River for Native Americans or as it is now, the first exit in New York State on Interstate 84, it still remains at the center of the region's transportation network.

European settlers first came to the area in the 1690's, and the fertile valley became the home to many farms. Mahackmeck, later known as Port Jervis, was a small settlement located along and near the Old Mine Road (US Route 209) that carried early travelers southward from Kingston, New York. The small community was later sited as a boat basin and repair point along the Delaware and Hudson Canal. The small hamlet was named Port Jervis in 1827 by a group of citizens who wanted to honor the chief engineer of the canal, John B. Jervis, who was from Rome, New York, was then overseeing its construction.

The next transportation system was the New York and Erie Railroad, along with the Port Jervis and Monticello Railroad (which was later purchased by the New York, Ontario, & Western). The New York and Erie arrived in 1847, and successor companies continued to maintain a major presence here until the 1960s. In the early years of the twentieth century, several highways were built that passed through Port Jervis including US Routes 6, 209 and New York State Route 97, and then in the late 1960s, Interstate Highway Route 84. The city is now the southernmost entry point for the Upper Delaware Scenic Byway, and once again is along a major flyway for the American bald eagle.

## White Water Park and Riverside Park, Access Road, and Parking



Located off of Riverside Park in the acre area of the city along the Delaware River is the proposed White Water Park. The White Water Park is currently in the permitting stage of development awaiting approvals from the Army Corp of Engineers, the United States Fish and Wildlife Service, and New York Department of Conservation. It is in its 6<sup>th</sup> year of planning. The cost of the park is roughly \$1.4 million dollars but additional monies need to be used to create the park atmosphere, parking, and egress/regress.



The White Water Park would be located at the bottom of this picture. It includes areas of white water activity for kayakers, canoeists, rafters, and tubers. There would be events in this park that would also

allow for boogie boards, fishing, and swimming. The tree area to the north of park would be developed for parking, walking (paths), as well as a pavilion, picnicking areas, volleyball courts and horseshoe pits to add to the White Water Park. To the left of the picture is the existing Riverside Park. The park currently has a ball field, skateboard park, and stage with gathering area. Additionally, a parking area between Sussex Street and Fowler Street on the park side would allow access and a new road constructed parallel to the tracks to East Main Street.



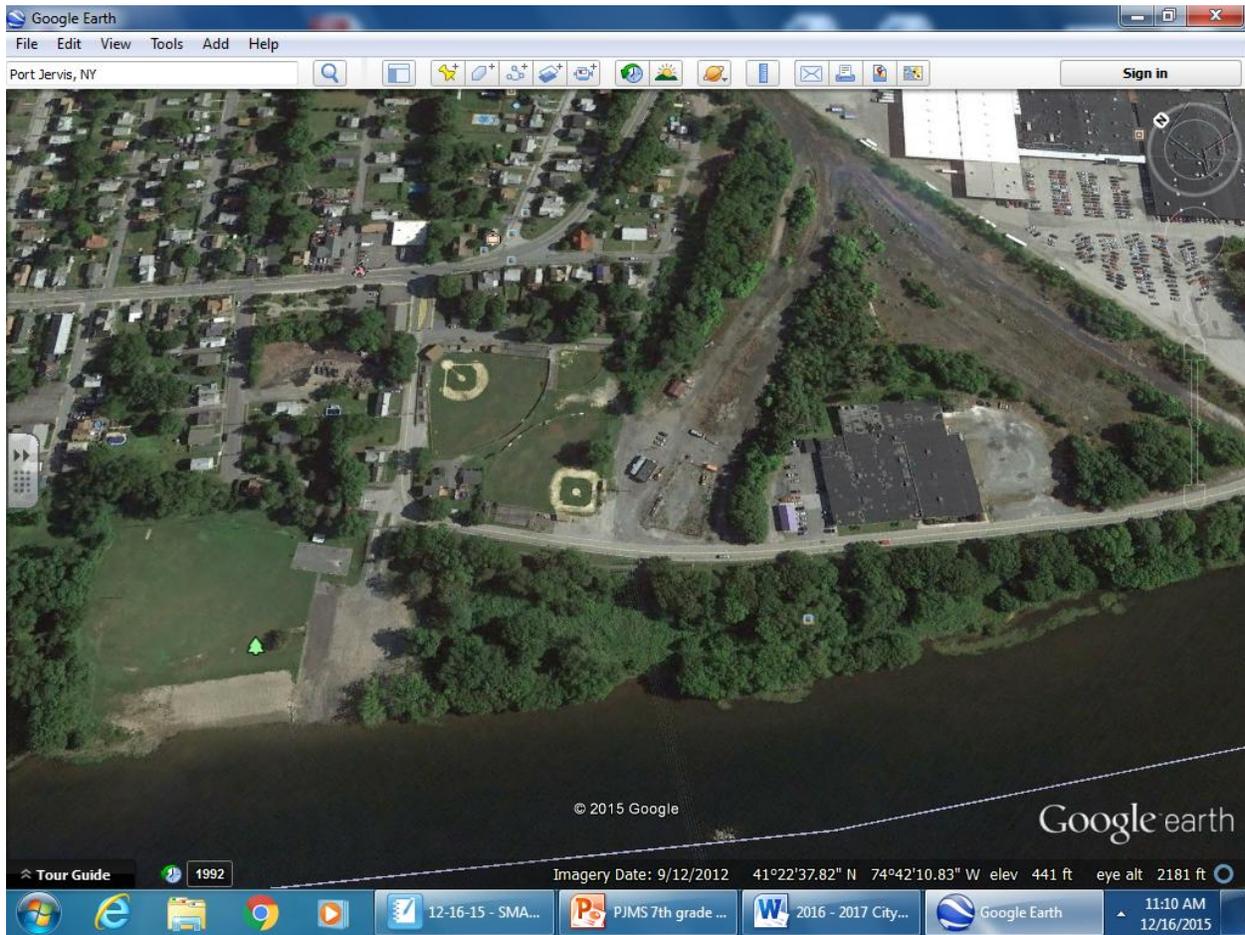
Minimal historical documentation of the last remaining water tower in the city that was used to fill steam engines during the early days of the railroad from 1832 – 1928.

Located behind the stage it would be reconditioned and replace the copula that welcomes visitors to Port Jervis.

This area would be reconfigured to expand on the stage to the left and provide an amphitheater venue. The amphitheater would have a concession stand. The skate board park and basketball courts would be relocated near the middle of the park, the ball field would be reconditioned to hold premiere events, pavilions, parking, trails, horseshoe pits, bathrooms and volleyball courts would be designed around the waterpark to invite people of all interests.

Total Project Cost: Approximately \$13,650,000.00

## West End Beach development with campgrounds



Developing the West End Beach area with camping sites, concession, bath houses, river launches, events, and parking

Estimated \$250,000.00

## D & H Linear Canal and Railroad / Turntable Museum / Excursion



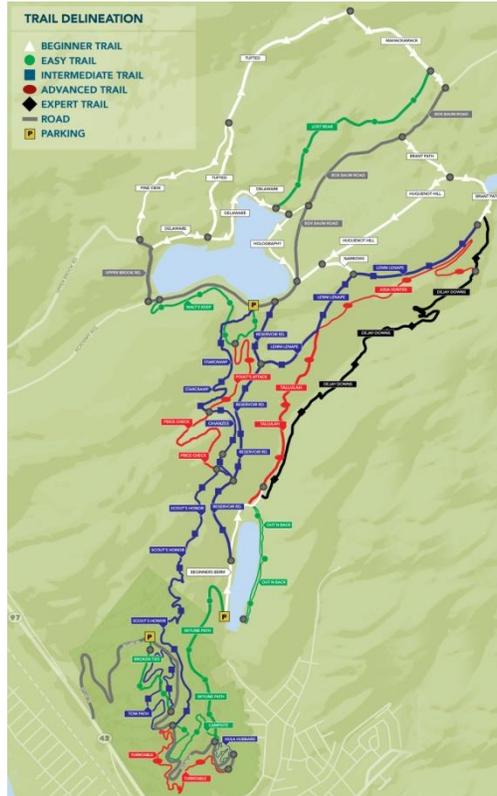
Located off of West Main Street near Grand View Avenue in the City of Port Jervis are the last remnants of the Delaware and Hudson Canal that flowed through this city. Fortunately it still stands primarily untouched from the time it closed in the late 1890's. A small revival back in the early 2000 created a small walkway on the towpath. Now is the time to bring back the linear canal in its glory for the .9 mile trek. This revival would not only be advantageous to its history by showing how canal boats were pulled by mules to move anthracite coal from Honesdale, Pennsylvania to Kingston, New York but allow for a fresh air park that provide a large walkway on the existing towpath and provide recreation in the canal with canoe's, kayak's, fishing, and ice skating. A local log cabin home builder has offered to build a 1820's type log cabin using the trees that would be removed from the canal bed at the entrance of the canal park to house a small museum and information center.



Located off the Metro North tracks near 100 Pike Street is the largest active turntable in the United States of America. Attached to the proposed D & H Canal Park by the old canal tow path, the two parks can act as a catalyst for 19<sup>th</sup> century transportation education. Unfortunately the building that surrounded the turntable burned down in the late 1980's but a resurgence of popularity and interest in the old railroad has spurred the idea of creating a museum, dining and souvenir cars, as well as possible excursions to Callicoon, NY and then eventually to Binghamton, NY or Steam town in Scranton, PA. Currently the City owns both properties and gives permission for antique trains to be housed on the railroad property

Estimated Cost: \$151,200 for Canal Engineering and Construction Cost of \$35,000

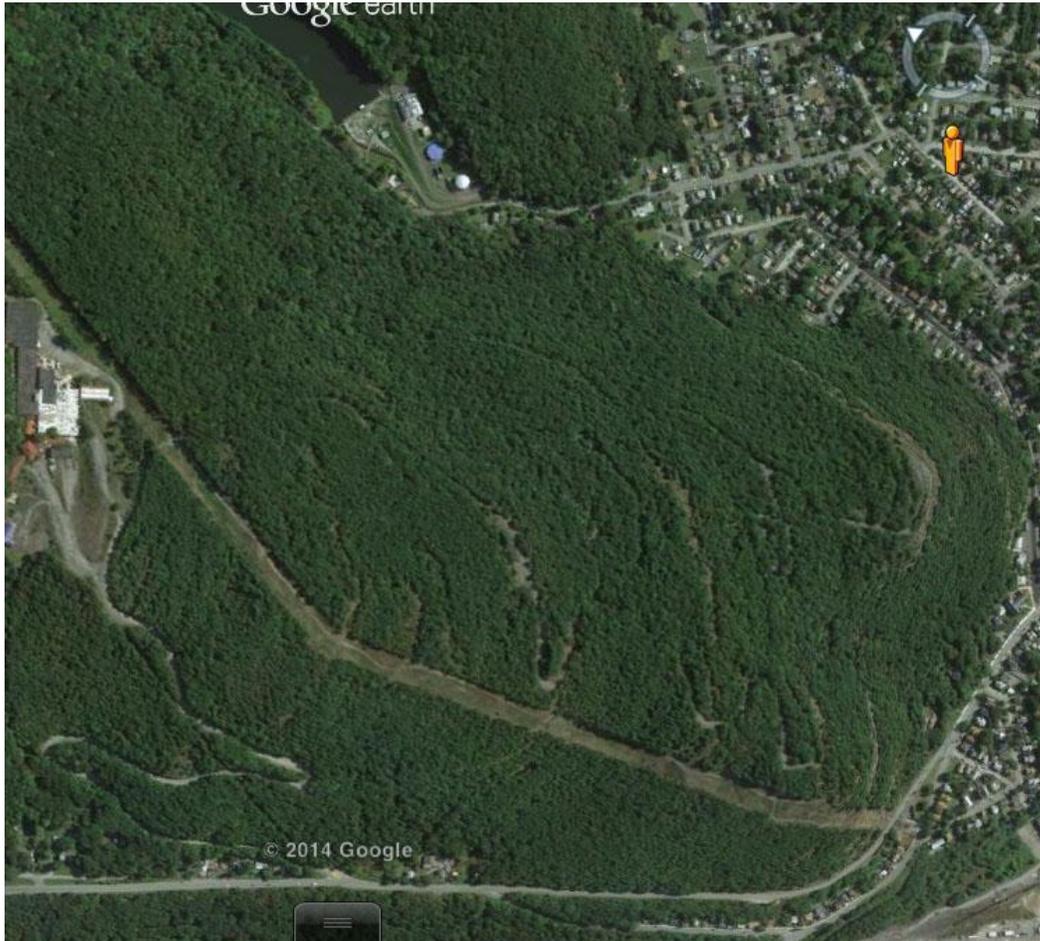
## Point Peter and Watershed Hiking and Biking Trails:



Point Peter and Watershed area hiking and biking trails. Currently 16.8 miles are marked with the potential of another 12 miles. Needs black toping to the entrance by Reservoir Avenue and parking, signage, control measures, receptacles, alert, and surveillance.

Cost of continuance: \$20,000.00

## Elks Brox Camping and Recreational Park



Located high and looking out over Port Jervis is Elks-Brox Park. It has been a city owned park for a century with minimal progression. There were two access roads to the park (Skyline Drive and Reservoir Avenue). During the 1980's the Reservoir Avenue access was closed off and fell into disrepair. Last year the road was cleared off and minimal access has been given to those who choose to run or walk the road. This 100+ acre park is the prime location to put in Recreational Activities for year round enjoyment. It has a basic area set aside for at least 25 camp sites but there is no water or electricity. The park would be perfect for camping, hiking, biking, picnicking, adventure park, zip lines, and much more.

Campgrounds: \$250,000.00 (cabins, electric, water)  
Adventure Park: \$400,000.00  
Blacktop Road: \$100,000.00  
Electric and Water: \$1,250,000  
Total Project Cost: Approximately \$2,000,000.00

**Riverside / Acre egress / regress  
from 4<sup>th</sup> Street and Fowler and 2<sup>nd</sup> Street and Sussex to stop trespassing**



Developing access to Riverside and the White Water Park as stopping trespassing along the railroad tracks.. The city is seeking permission RR signal crossing to bring down the amount of trespassers over the tracks at Jersey Avenue and Fowler Street as well as Sussex and Front in this area is a necessity as is the access road out to East Main Street.

Total Project Cost: (Approximately) \$3,000,000.00

**Mini-Mall Lot 100 Spot Parking Garage and Street Metering System**



Built on city property, this 100 spot parking garage would alleviate parking issues within the downtown area and eventually provide funds for streetscape and continual upgrades.

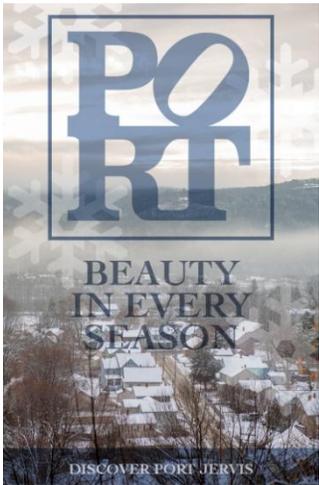
Estimated Cost: \$3,000,000.00

**Downtown (Front Street and Pike Street) Sidewalk and Streetscape Rehabilitation Program**

While the city needs to begin addressing the decaying sidewalk conditions throughout the city, sidewalks and streetscape needs to be addressed in the downtown business district.

Current Grant Funding for Front Street: \$100,000.00  
Estimated Cost: \$1,000,000.00

**Entrance Signs to the City, Signage Around the City, Placemaking, and Promotion**



In desperate need of entrance signs at the city limits to welcome visitors to our city with LED lighting and aesthetically pleasing stone base planter to avoid destruction. Additionally, well thought out signs throughout the city can provide information and location, placemaking to encourage people to the city as well as advertising.  
 Estimated Cost: \$100,000.00

## **Veteran's Memorial Park at Orange Square**



The square was designed with a series of paths emanating from a central circle where a fountain was located, a pattern retained in the current design. An impressive, multi-tiered fountain, located in the center of the park, was later moved to a location near Sussex Street. At the center of Orange Square today is a monument dedicated on July 5, 1886, in the presence of some 10,000 people to the veterans of the Civil War that is located between Sussex and Pike Street. The park is in serious need of reconditioning especially the monument.

Rehabilitation: \$120,000.00 (recondition and/or replace all monuments, recondition fountain, sound system, stage, and bluestone sidewalks)

## **Create an Impound Yard**

The City of Port Jervis can create revenue by creating an impound yard that would need fencing, lighting, and camera's that could be placed on city owned property near the former city dump.

Estimated Cost of Construction would be \$75,000

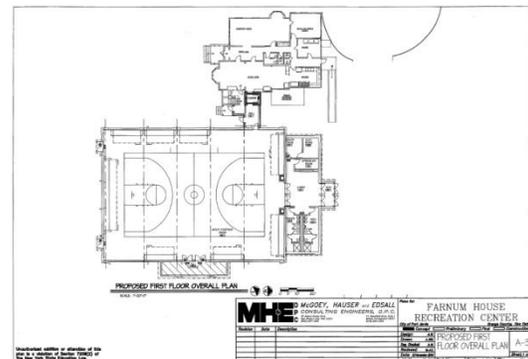
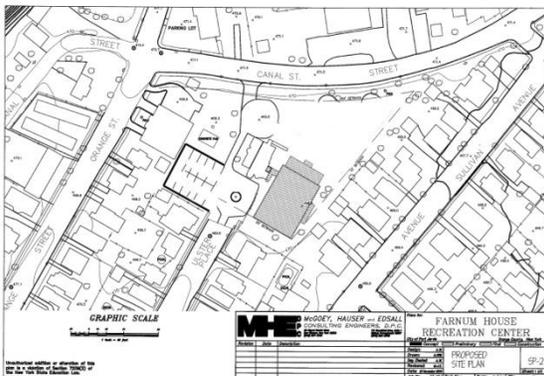
## **City Surveillance Camera's**

The City of Port Jervis surveillance system is extremely poor and has many gaps at major intersections as well a busy high traffic areas including the downtown business district and parks. A state of the art system can be put in place with monitoring access and recall.

Estimated: \$200,000.00

## Farnum House and Community (Recreation and Senior) Center

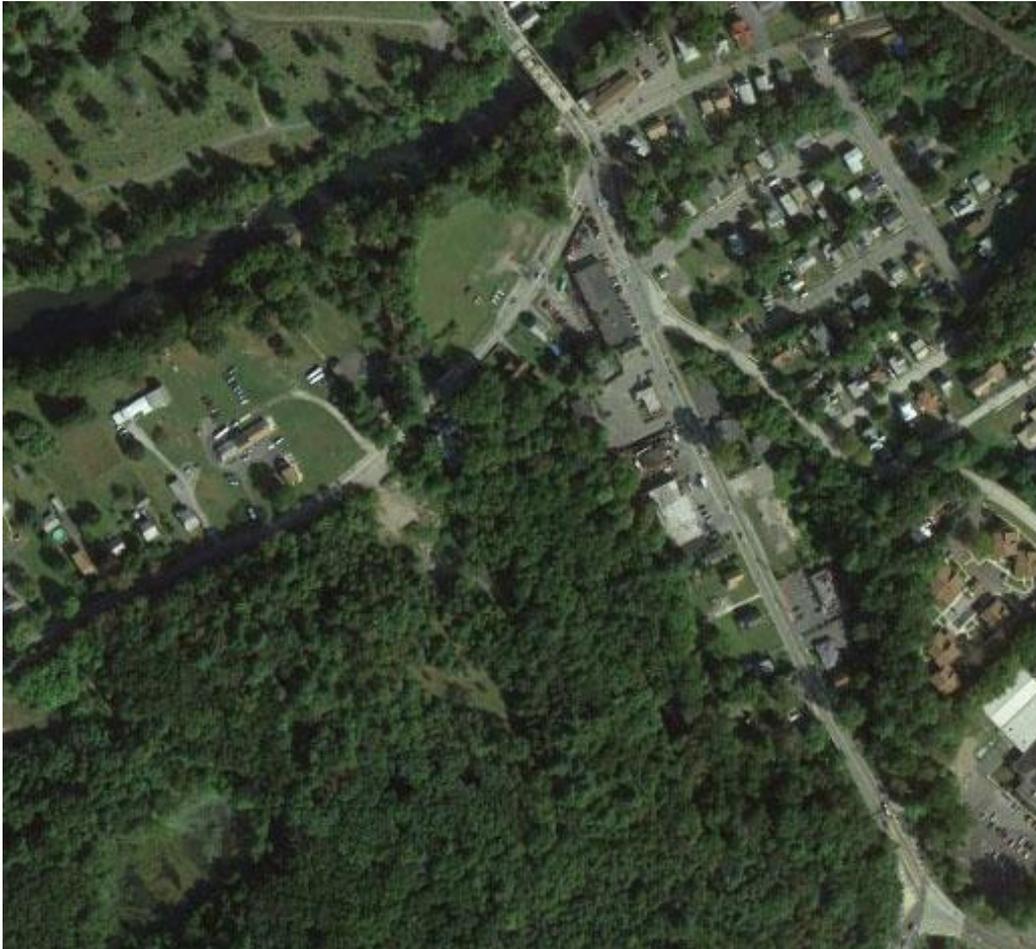
Located off East Main Street is an active park known as Farnum or Ulster Place park. It currently hosts a small basketball court and several small children play areas. A proposal to rehabilitate the current structure into a community/recreation center and adding on a gymnasium would bolster community gatherings and provide an area where youths can be supervised inside and outside. The building will allow community groups and educational access on the 1<sup>st</sup> floor and providing a gymnasium. It would act as a primary shelter location during inclement weather. The building will also have full handicap access to public areas and give access to all areas of the park. It will have a commercial kitchen as well as full locker rooms to include showers. It would add to the park and give supervisors a controlled environment when having little children at the center. The city engineer firm has created a working architectural drawing using a \$50,000 grant.



Located at the end of Ulster Place and built in the late 1850's by Colonel Samuel Farnum as his homestead; the property was donated to the city of Port Jervis in 1936 as a park. Mr. Farnum was active in the D&H Canal which ran through the backyard of the estate. This historic building has fallen into major disrepair and needs to be historically rehabilitated.

Approximate cost is: \$2,142,000.00

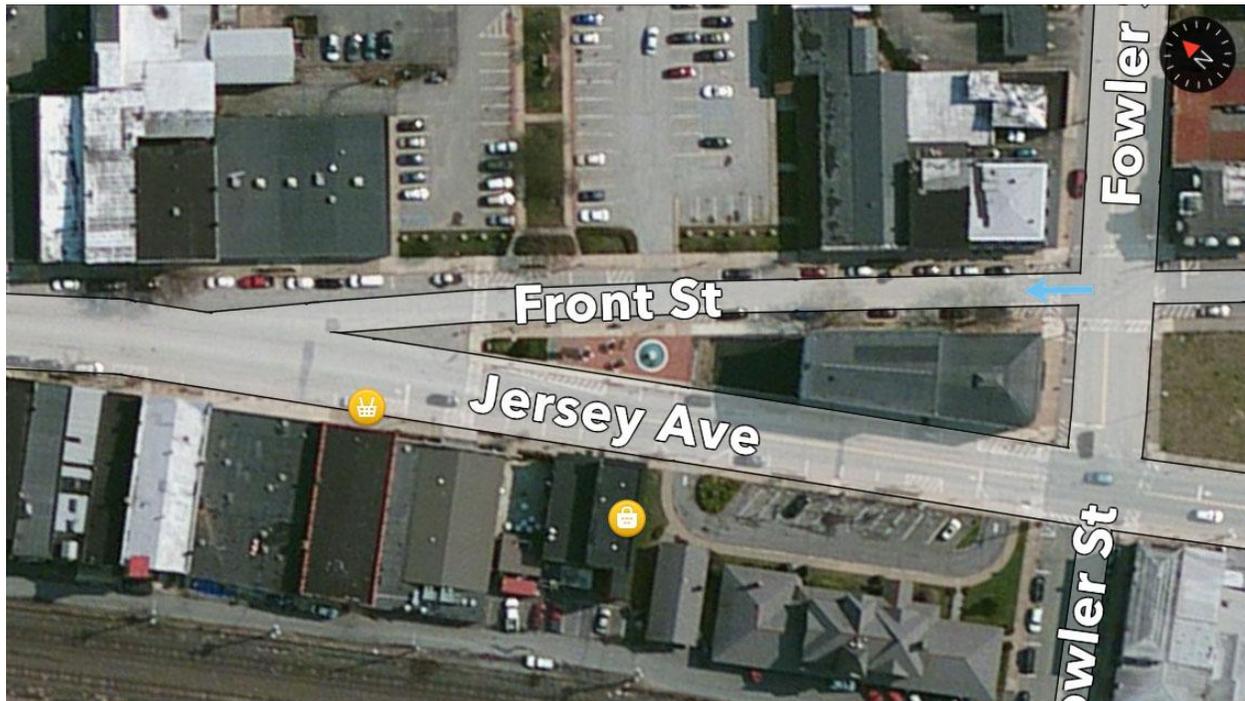
## Tri-State Corridor Realignment and Neversink Bridge Replacement



This project located on the most southeastern entrance to the city on Route 6 (East Main Street) will accomplish road widening which includes a new turn lane making easy access to businesses. A new sidewalk replacement as well as the realignment of the South and North Maple Avenue intersection is included in this project. Furthermore the Neversink River Bridge will be replaced with a flat deck bridge. This project is currently slated to start in early 2017. The project is funded by the federal government, State of New York, and the City of Port Jervis. This project is in its 19<sup>th</sup> year of planning.

Total Project Cost: \$ Approximately \$12,310,000.00  
City Cost: \$2,460,000.00

## Promenade Project



Located in the downtown business district this project is mostly funded through the State of New York and has been out to bid and approved with an anticipated start date of early spring 2017. This project entails creating nose in parking along Front Street from Fowler Street and then an entrance into the mini mall municipal lot. The rest of Front Street and the already in place small park at Graeb Point will become a Promenade with walkways, benches, and a center piece fountain. This project is in its 17<sup>th</sup> year of planning.

Total Project Cost: Approximately \$138,000 (\$200,000.00 cost overrun)

### Building Demolition(s)

The building department has identified at least 12 buildings in need of demolition; some city property and some private a grant was approved to demo from New York State and the city has a shared cost.

Identified to date \$25,000.00

**MAJOR PROJECT AMOUNT(s): \$12,243,200.00 (from high end of estimates) –**  
*Sewer (potentially \$99,000,000.00 replacement that was installed beginning in 1891) project is on-going and funded locally with the aid of grants and water projects (only 1/3 of the pipes replaced that were installed beginning in 1869) is at replace as they break with no real funding in place to replace.*