

DELAWARE RIVER WATERFRONT REVITALIZATION PLAN

City of Port Jervis, New York



Saccardi & Schiff, Inc.

August 2009

Port Jervis
Delaware River Waterfront
Revitalization Plan
City of Port Jervis, New York

Adopted and Approved by the
Common Council of the City of Port Jervis, New York
August 24, 2009

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This plan was made possible through the efforts of many stakeholders who provided information on topics including, but not limited, to kayaking, bicycling, history, recreation, geology and water quality. The City of Port Jervis and the Project Advisory Committee thank everyone who contributed to this plan – due to the broad-based involvement, it is impossible to name each individual.

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This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency.

TABLE OF CONTENTS

Resolution of the Common Council of the City of Port Jervis

I. INTRODUCTION AND BOUNDARY DESCRIPTION

A. Introduction.....I-1

B. Other Planning Studies.....I-1

1. City of Port Jervis Downtown Strategic Plan I-1

2. Orange County Comprehensive Plan..... I-2

3. Town of Deerpark Comprehensive Plan..... I-3

4. Other Planning Studies Currently Underway I-4

5. Recognition of Port Jervis..... I-4

C. Boundary Description.....I-4

II. INVENTORY AND ANALYSIS

A. Waterfront Location..... II.A-1

1. Delaware River II.A-1

2. Neversink River II.A-1

3. Delaware River Basin II.A-2

B. Community Demographic Profile II.B-1

1. Population II.B-1

2. Housing Stock..... II.B-2

3. General Demographic Characteristics II.B-2

C. Existing Land Use and Zoning II.C-1

1. Residential Land Uses..... II.C-1

2. Commercial and Mixed Use Areas..... II.C-1

3. Industrial Land Uses II.C-1

4. Parks and Open Space..... II.C-1

5. Agricultural Uses II.C-2

6. Land Uses Along the Rivers II.C-3

7. Zoning Analysis II.C-4

D. Vacant, Underutilized, Abandoned or Deteriorated Sites II.D-1

1. City-owned Lands..... II.D-1

2. Privately-owned Lands II.D-2

Table of Contents

E. Water Dependent and Water Enhanced Uses	II.E-1
1. Water Dependent Uses.....	II.E-1
2. Water Enhanced Uses	II.E-1
F. Waterfront/Riverfront Access	II.F-1
G. Parks and Recreation Sites, Scenic Resources and Open Space	II.G-1
1. Walking Trails	II.G-1
2. Parks and Recreation Areas	II.G-3
3. Archeological, Cultural and Historic Sites	II.G-4
4. Recreation	II.G-4
5. Lodging.....	II.G-4
6. Regional Tourism and Recreation	II.G-5
H. Physical and Natural Features Including Wetlands	II.H-1
1. Climate.....	II.H-1
2. Topography.....	II.H-1
3. Geology.....	II.H-1
4. Rivers	II.H-2
5. Aquifer Areas.....	II.H-6
6. Port Jervis City Reservoirs.....	II.H-6
7. New York City Water Supply Reservoirs.....	II.H-6
8. Watersheds	II.H-7
9. Floodplains.....	II.H-7
10. Wetlands	II.H-8
11. Floodways	II.H-8
12. Flood Insurance Study, City of Port Jervis (2002)	II.H-8
13. Delaware River Basin Interstate Flood Mitigation Task Force Action Agenda.....	II.H-9
14. Principal Flood Problems.....	II.H-10
15. Flood Protection and Mitigation Measures.....	II.H-10
16. Significant Fish and Wildlife Habitats.....	II.H-11
I. Utilities	II.I-1
1. Water.....	II.I-1
2. Sanitary Sewer	II.I-1
3. Stormwater	II.I-2
4. Flood Mitigation	II.I-2

5. Electric, Gas, Telephone and Cable.....	II.I-2
6. Garbage Collection and Recycling	II.I-3
7. Emergency Warning Siren	II.I-3
J. Transportation	II.J-1
1. Highways and Roads.....	II.J-1
2. Rail.....	II.J-1
3. Bus	II.J-3
4. Bicycle/Pedestrian.....	II.J-3
III. ISSUES, OPPORTUNITIES AND VISION	
A. Issues and Opportunities.....	III.A-1
1. Waterfront Location.....	III.A-1
2. Demographics	III.A-4
3. Land Use and Zoning.....	III.A-4
4. Vacant, Underutilized, Abandoned or Deteriorated Sites.....	III.A-6
5. Water Dependent and Water Enhanced Uses	III.A-9
6. Waterfront/Riverfront Access.....	III.A-11
7. Parks and Recreation.....	III.A-12
8. Physical and Natural Features.....	III.A-15
9. Utilities.....	III.A-16
10. Transportation	III.A-17
11. Other	III.A-18
B. Community Vision	III.B-1
1. Developing the Community Vision	III.B-1
2. Community Vision Statement.....	III.B-1
3. Moving the Vision Forward.....	III.B-1
C. Implementation Techniques.....	III.C-1
1. Implementation Plan	III.C-1
2. Local Planning Initiatives, Laws and Regulations.....	III.C-1
3. Other Public and Private Actions.....	III.C-2
4. Financial Resources Necessary for Implementation.....	III.C-3

Table of Contents

APPENDIX

- A. City Boundaries
- B. 10 Coolest Small Towns: Port Jervis
- C. The Yellow Bike Story
- D. Stakeholder Comments, Presentations and Petitions Received During the Planning Process
- E. Meeting Notices and Agendas

TABLES

Table II.B-1, Port Jervis Population II.B-1
 Table II.B-2, Year Built – Housing Structures II.B-2
 Table II.C-1, City Parks and Community Gardens II.C-2
 Table II.C-2, Breakdown of Existing Land Uses II.C-4
 Table II.C-3, Zoning Districts and Uses II.C-7

CHARTS

Chart 1, Breakdown by Race III.B-1

EXHIBITS

I-1, Waterfront Boundary Area I-5
 II.A-1, Regional Location II.A-5
 II.A-2, City Owned Property II.A-6
 II.A-3, Special Protection Waters Area II.A-7
 II.C-1, Existing Land Use II.C-9
 II.C-2, Zoning II.C-10
 II.D-1, Floodplains II.D-4
 II.G-1, Delaware River Heritage Trail II.G-8
 II.G-2, National Register Sites and Archeologically Sensitive Areas II.G-9
 II.G-3, Wild and Scenic Designation Along the Delaware River II.G-10
 II.G-4, Appalachian National Scenic Trail II.G-11
 II.G-5, Regional Trails II.G-12
 II.H-1, Aquifer Areas II.H-12
 II.H-2, Port Jervis Reservoirs II.H-13
 II.H-3, Delaware River Basin Watersheds II.H-14
 II.H-4, FIRM Map II.H-15
 II.H-5, Floodway Schematic II.H-16
 II.J-1, Major Roads in Port Jervis II.J-4
 III.A-1, Issues and Opportunities 1 III.A-19
 III.A-2, Issues and Opportunities 2 III.A-20
 III.A-3, Issues and Opportunities 3 III.A-21
 III.B-1, Community Vision III.B-5

**RESOLUTION OF THE COMMON COUNCIL
OF THE CITY OF PORT JERVIS, NEW YORK**

RE: ADOPTION OF THE PORT JERVIS / DELAWARE RIVER REVITALIZATION PLAN TO BE FILED WITH THE NYS DEPARTMENT OF STATE, OFFICE OF COASTAL, LOCAL GOVERNMENT AND COMMUNITY SUSTAINABILITY

WHEREAS, the City of Port Jervis initiated the development of a Local Waterfront Revitalization Plan in cooperation with the New York State Department of State, pursuant to Article 42 of the Executive Law; and

WHEREAS, a Draft Local Waterfront Revitalization Plan and related local laws was prepared under the guidance of the City's Project Advisory Committee and with the consultant services of Saccardi & Schiff, Inc.; and

WHEREAS, all meetings of the Project Advisory Committee were open to the public, and four (4) community meetings were advertised and held by the City of Port Jervis on October 15, 2008, November 5, 2008, February 5, 2009 and July 29, 2009 to receive and consider comments on the draft Plan, and

WHEREAS, an environmental review was performed in accordance with the State Environmental Quality Review Act (SEQRA) and, as a non-site specific Plan that will provide public access to the waterfront, connecting with the downtown, and protecting the City's natural resources, no significant adverse impact is anticipated.

NOW, THEREFORE, BE IT RESOLVED, that the City of Port Jervis Common Council hereby adopts and approves the Port Jervis / Delaware River Waterfront Revitalization Plan.

Motion: Richard K. Roberts

Second: George Belcher

Ayes: Five (5)

Nays: None (0)

Absent: Four (4)

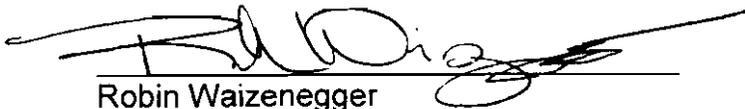
CERTIFICATE OF RECORDING OFFICER

The undersigned hereby certifies as follows:

- (1) That s/he is the duly qualified City Clerk Treasurer of the City of Port Jervis, and the keeper of its records; including the journal of proceedings of the Common Council of the City of Port Jervis herein called the "Governing Body";
- (2) That the attached Resolution is a true and correct copy of the Resolution as finally adopted at a meeting of the Governing Body on the 24th day of August, 2009, and duly recorded in the office of the City Clerk-Treasurer;
- (3) That said meeting was duly convened and held in all respects in accordance with law and to the extent required by law due and proper notice of such meeting was given; that a legal quorum was present throughout the meeting; and a legally sufficient number of members of the Governing Body voted in the proper manner and for the adoption of said Resolution; and all other requirements and proceedings under law incident to the proper adoption or passage of said Resolution, have been duly fulfilled, carried out, and otherwise observed;
- (4) That if an impression of the Seal has been affixed below, it constitutes the official Seal of the City of Port Jervis and this certificate is hereby executed under such official Seal. If no Seal has been affixed below, the City of Port Jervis does not have and is not legally required to have an official Seal;
- (5) That the undersigned is duly authorized to execute this certificate.

IN WITNESS WHEREOF the undersigned has hereunto set his/her hand this 11th day of September, 2009.

ATTEST: _____



Robin Waizenegger
City Clerk-Treasurer

I. INTRODUCTION AND BOUNDARY DESCRIPTION

I. INTRODUCTION AND BOUNDARY DESCRIPTION

A. Introduction

The Local Waterfront Revitalization Plan (Waterfront Plan) is one of a series of steps taken by the City of Port Jervis in its planning and development process to establish a vision that will promote beneficial use of the City’s waterfront resources and better link the waterfront and downtown business district.

The Waterfront Plan is both a land use and a water use plan prepared by the community. This plan will inventory and analyze existing conditions in the City and develop a vision for the waterfront that represents the community’s consensus on the future of its waterfront. The City’s Waterfront Plan does not constitute a Local Waterfront Revitalization Program (LWRP). This plan is developed, however, in a manner that would allow it to lead up to the development of a full LWRP, should the City decide to undertake a LWRP in the future.

B. Other Planning Studies

1. City of Port Jervis Downtown Strategic Plan, 2003

The City of Port Jervis Downtown Strategic Plan (Downtown Plan) was developed in 2003 as a public consensus document outlining a vision, goals and recommended actions to revitalize the downtown area. The Downtown Strategic Plan recognizes that the revitalization of the downtown area depends on interrelated development in the City.

The Downtown Plan includes a market analysis, land use and zoning analysis, housing and traffic analyses, and an infrastructure and streetscape inventory within the defined downtown area.

Recommendations and strategies are provided within broad categories and include the following recommendations related to the waterfront revitalization:

Topic Area	Strategies Related to Waterfront Revitalization
Land Use	Develop the train station as a visitor’s area.
	Develop the Waterfront with recreation facilities for the enjoyment of residents and tourists.
	Create a larger urban identity by linking the Target Area (downtown area) to the waterfront and train station with appropriate pathways and streets. The separate districts should become one urban center, easily accessed by pedestrians and vehicles.
Transportation/ Infrastructure/ Streetscaping	Develop gateway and directional signage.
	Implement recommendations from the Upper Delaware Scenic Byway Enhancement Concept regarding traffic and transportation, signage and landscaping.
	Provide and maintain a safe, handicapped accessible and contiguous sidewalk system throughout the corridor.
	Provide connectivity to social gathering spots, businesses and nearby trail systems. Improve bicycle mobility.
Economic Development	Consider a hotel for upper Pike Street
	In the future, explore the expansion of Bed & Breakfasts as a “niche” lodging option.
	Develop and effectively communicate an identity for the City of Port Jervis.
	Develop a schedule of annual events.
	Develop a visitors center.

Introduction and Boundary Description

The Downtown Plan recommends enhancement of the waterfront as a regional recreational showpiece to include improvements such as a band shell, playgrounds, picnic area, biking/hiking trails, a fountain, fishing pier, overlook plaza and a minor league baseball stadium.¹

2. Orange County Comprehensive Plan (2003)

The 2003 Orange County Comprehensive Plan – *Strategies for Quality Communities* (County Plan) builds on the County’s 1987 Comprehensive Development Plan and the County’s draft 2001 Comprehensive Plan – *Strategies for Quality Communities*. This plan analyzes the factors that will shape future development and provides a strategy to move forward. Though local decisions are based on local comprehensive plans, the County Plan provides a regional context for land use decision making. The County Plan identifies a series of core issues of concern, these include:

- Declining Affordability – the need to find ways to insure greater access to livable wages, affordable housing and available community services.
- Retaining and Attracting Youth – to insure diverse and quality communities and future workforce.
- Insuring a Lead Role for Our Central Places – the vitality of cities, villages and hamlets is a prime indicator of successful planning.
- Better Managing Development Patterns – traffic congestion and increasing difficulty in finding adequate water supplies indicate a need for improved management of land development practices.
- The Future of Agriculture – the need for efforts to overcome the market forces that encourage the conversion of farms to residences and commercial development.²

The County recommends that county, municipal and non-government partners should utilize “smart growth” principals for decision making. These principles include:

- Balance – Balancing the needs of the economy, the environment and community.
- Equity – insuring that all citizens share in a positive future.
- Affordability – diversity and choice in housing – ideally with proximity to work, schools, transportation and commerce.
- Quality of Design – Compact, efficient land development and a mix of land uses.
- Concurrence – defining a regional context through efforts of governments and the private sector to communicate and share goals.
- Partnership – working together among all levels of government and with civic and community interests.
- Predictability – providing support for projects and actions that are consistent with these smart growth principles.³

The important roles of historic communities and “centers” are recognized, as well as the importance of transportation hubs interchanges, crossroads and corridors. The County Plan

¹ Laberge Group, City of Port Jervis Downtown Strategic Plan, 2003

² Comprehensive Plan – *Strategies for Quality Communities*. Orange County, NY. 2003

³ Ibid.

identifies “Priority Growth Areas.” Priority Growth Areas are the preferred locations for higher density residential development and complementary civic, commercial and industrial development in the county. The City of Port Jervis is identified as a Priority Growth Area because it is one of the County’s three cities and a transportation hub.

Implementation recommendations set forth in the County Plan include developing a county open space plan and updating the County’s agricultural plan as supplements.

Other recommendations include:

- Developing an economic development strategy;
- Developing a County Official Map;
- Developing guidelines for quality development;
- Promoting efforts to curb traffic congestion;
- Initiating a Main Street/Downtown redevelopment program;
- Providing leadership and advocacy for Fair Housing;
- Defining water and sewer carrying capacities;
- Advancing municipal partnerships;
- Offering demonstration projects; and
- Defining a series of benchmarks to measure progress in the application and effectiveness of the County Plan.⁴

3. Town of Deerpark Comprehensive Plan (2002)

The Town of Deerpark Comprehensive Plan inventories and the Town’s regional location, history, natural features, population, economic base, housings, land use and economic development, transportation, and community facilities and services. The plan contains five broad goals, which include:

- a. Provide for future economic development of the Town of Deerpark.
- b. Preserve the Town of Deerpark’s essentially rural character while accommodating growth.
- c. Provide for community facilities and services needed by town residents.
- d. Provide for the movement of people and goods throughout the town in a safe and efficient manner.
- e. Protect surface and groundwater supplies from pollution, maintain high quality physical environments, and preserve wildlife habitats.

Recommendations in the Town’s Comprehensive Plan generally relate to lands controlled by the Town. The Comprehensive Plan does, however, include recommendations that relate specifically to the City of Port Jervis, these include:

- The Town should pursue State and County assistance in creating a by-pass of the City of Port Jervis, linking I-84 to NYS Route 42 and Route 209.
- The Town should pursue development of municipal sewage treatment capacity by working with the City of Port Jervis to take over the existing City plant or independently develop new facilities.

⁴ Ibid.

Introduction and Boundary Description

- The Town should work with Orange County under their Rails to Trails program to create a trail from Westbrookville to Cuddebackville with a future extension to the Port Jervis Trail.⁵

4. Other Planning Studies Currently Underway

Pike County, Pennsylvania and the Borough of Matamoras, Pennsylvania are undertaking 10-year comprehensive planning efforts. Recognizing the interrelationship between communities located within the Delaware River Basin, the City of Port Jervis has invited representatives to participate in the City's Local Waterfront Revitalization Planning.

5. Recognition of Port Jervis

Recently, Port Jervis has been recognized, both locally and nationally for its history and character. The City of Port Jervis celebrated its centennial in 2007 with several civic events for residents. In September 2008, the City was recognized by Frommer's Budget Travel magazine as one of America's "10 Coolest Small Towns." Budget Travel describes the "coolest small towns" as having, "...fewer than 10,000 people – but they can rival larger cities when it comes to good food, culture, and quality of life."⁶ The Frommer's article about Port Jervis was published in the monthly magazine and has been highlighted on other web pages with links to the actual article and was featured by CBS during the September 13, 2008 edition of *The Saturday Early Show*. A copy of this article is located in Appendix B.

C. Boundary Description

The City of Port Jervis is situated on the western border of Orange County, New York and on the eastern shore of the upper Delaware River where the states of New York, Pennsylvania and New Jersey meet. Commonly referred to as the "river city," Port Jervis, which encompasses approximately 2.5 square miles, is in the valley of the Northern Appalachian Mountains where the Neversink and Delaware Rivers meet in the southern portion of the city. The City is bordered on the north, south and east by the Town of Deerpark. The Delaware River winds along the western border of Port Jervis separating Orange County, New York from Pike County, Pennsylvania.

Along the northern edge of the City are a reservoir and Elks-Brox Park, a City-owned park that provides sweeping river and valley views. It is recognized that water access, both physical and visual, extends through the City. As a result, the entire City will be included in the LWRP boundary area.

The City boundaries are described in the Article I of the City Charter (see Appendix A). Exhibit I-1 illustrates the waterfront boundary area.

⁵ Town of Deerpark Planning Board, Town of Deerpark Town Board, Shepstone Management Co., Town of Deerpark Comprehensive Plan

⁶ www.budgettravel.com/bt-dyn/content/article/2008/08/02/AR2008080201203.html?c... Accessed 9/5/2008.



Exhibit I-1

**WATERFRONT
BOUNDARY AREA**

LOCAL WATERFRONT REVITALIZATION PLAN
City of Port Jervis, New York

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
"This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

BASE MAP SOURCE: Orange County GIS

Saccardi & Schiff, Inc. - Planning and Development Consultants

II. INVENTORY AND ANALYSIS

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A. Waterfront Location

The City of Port Jervis is situated on the western border of Orange County, New York and on the eastern shore of the upper Delaware River where the states of New York, Pennsylvania and New Jersey meet (see Exhibit II.A-1, Regional Location). Port Jervis, which encompasses approximately 2.5 square miles, is in the valley of the Northern Appalachian Mountains where the Neversink and Delaware Rivers converge in the southern portion of the City. See Exhibit II.A-1, Regional Location.

1. Delaware River

The Delaware River winds along the western border of Port Jervis separating Orange County, New York from Pike County, Pennsylvania. Uses along the Delaware waterfront include residential, commercial and open space/recreation uses.

Land uses from the corporate boundary south to Mechanic Street are primarily residential in a R-1 low density residential zone. Moving in a southeast direction from Mechanic Street to Lumber Street, uses are primarily City-owned parks and open space areas, with few residential properties. Zoning along this segment is low density residential and medium density residential. Continuing in a southeast direction from Lumber Street to Pike Street are a vacant lot (in a medium density residential zone) and the former Flo-Jean Restaurant property on the west side of Pike Street. Commercial uses are located along the east side of Pike Street (in a Service Commercial zone). Residential uses, in a medium density residential zone, are located along the waterfront on First Street. Riverfront lands from First Street to the intersection of the Delaware River and Neversink River are public/quasi-public properties and parks, including Riverfront Park. This area is zoned for medium density residential development (R-2). As depicted on Exhibit II.A-2, City Owned Property, the City of Port Jervis owns substantial lands along the Delaware.

2. Neversink River

The Neversink River runs through the eastern portion of the City and merges with the Delaware River just south of the I-84 bridge. Lands along the Neversink River are primarily privately owned.

Land uses along the Neversink include Laurel Grove Cemetery on the north side of the river from the intersection of the Neversink and Delaware Rivers to South Street. Land uses on the south side of the river, south of East Main Street, include a mixture of residential and commercial uses, including Silver Canoe, a water dependent canoe and raft rental business, in the R-1 low density residential district and in the service commercial district. On the south side of the river, north of East Main Street, river front properties include the New York City Department of Environmental Protection: Port Jervis Sewage Treatment Plant, vacant land residential and public/quasi public uses in a medium density residential district. On the north side of the river, north of East Main Street to the hospital, residential uses abut the river.

Waterfront Location

Private residential and commercial properties and vacant land exists between the hospital and Middle School – at which point the corporate boundary separates from the Neversink River.

The Neversink River has been designated by The Nature Conservancy as one of the 75 Greatest Places in the United States, Latin America and the Pacific. The river is included in the Nature Conservancy's international freshwater initiative to protect the dwarf muscle.

3. Delaware River Basin

The City of Port Jervis is situated in the Delaware River Basin. The Delaware River, which is fed by 216 tributaries, is the longest un-dammed river east of the Mississippi. In all, the Delaware River basin contains 13,539 square miles, draining parts of Pennsylvania, New Jersey, New York and Delaware.¹

Over the years, efforts, which potentially impact lands and waters in the City of Port Jervis, have been made to protect the waters of the Delaware. These efforts include the adoption of Special Protection Waters regulations, the development of a Water Resources Plan for the Delaware River Basin and development of a Tri-State Watershed Management Plan is underway.

a. The Delaware River Basin Commission

In 1961, the Delaware River Basin Commission was created when President Kennedy and the governors of Delaware, New Jersey, Pennsylvania, and New York signed concurrent compact legislation into law creating a regional body with the force of law to oversee a unified approach to managing the Delaware River system.

The members of this regional body - the Delaware River Basin Commission (DRBC) - include the four basin state governors and a federal representative appointed by the President of the United States.²

b. Special Protection Waters

In 1992, The Delaware River Basin Commission (DRBC) adopted Special Protection Waters (SPW) regulations for point source discharges and, in 1994, adopted non-point source regulations to protect the existing high water quality in areas determined to have "exceptionally high scenic, recreational, ecological and/or water supply values."³ The SPW regulations applied to the 121 mile stretch of the Delaware from Hancock, New York to the Delaware Water Gap, in which the City of Port Jervis is located. In July 2007, the SPW area was expanded and currently, the entire 197-mile non-tidal Delaware is protected by SPW anti-degradation regulations, see Exhibit II.A-3, Special Protection Waters Area. The regulations achieve the following within the SPW area:

¹ <http://www.state.nj.us/drbc/thedrb.htm>. Accessed 9/16/2008.

² <http://www.state.nj.us/drcb/over.htm>. Accessed 9/16/2008.

³ Special Protection Waters "Keeping the Clean Water Clean," Flyer, Delaware River Basin Commission, 7/29/2008.

- Approval from the DRBC is required for new and expanding industrial and municipal wastewater treatment plants when the proposed average daily discharge rate is 10,000 gallons or more per day.
- Discourage new and increased discharges of wastewater directly to the waterway by prohibiting new wastewater treatment facilities and substantial alterations and additions to existing facilities discharging into Special Protection Waters unless all alternatives have been evaluated and rejected due to technical and/or financial infeasibility.
- New discharges and substantial alterations and additions to existing discharges to waters classified as SPW are prohibited unless natural treatment alternatives for all or a portion of the discharge have been evaluated and rejected due to technical and/or financial infeasibility.
- A minimal level of wastewater treatment is required for all new discharges and substantial alterations or additions to projects located in the drainage area of the SPW, and those that are subject to DRBC review must also have a Non-Point Source Pollution Control Plan that has been approved by the commission.⁴

c. A Water Resources Plan for the Delaware River Basin

The Water Resources Plan for the Delaware River Basin was adopted in 2004 to guide efforts to maintain and improve conditions along the Delaware.⁵ The plan provides a number of goals and objectives developed to achieve specific desired results that include:

- An adequate and reliable supply of suitable quality water to sustain human and ecological needs for the next 30 years.
- Waterway corridors that function to minimize flood-induced loss of life, protect property and floodplain ecology, preserve natural stream channel stability, provide recreational access, and support healthy aquatic and riparian ecosystems.
- Integrated management of land and water resources; preserving and enhancing ecological resources while recognizing social and economic relationships to these resources.
- Strong, institutionalized partnerships for the management of water resources among all levels of government, the private sector, non-governments organizations, and individuals with an interest in sustainable water resources management.
- A collective understanding and appreciation of the Basin's water resources and a commitment to their restoration, enhancement and protection. The community values the water resources and understands personal responsibility to protect the resource.⁶

⁴ Ibid

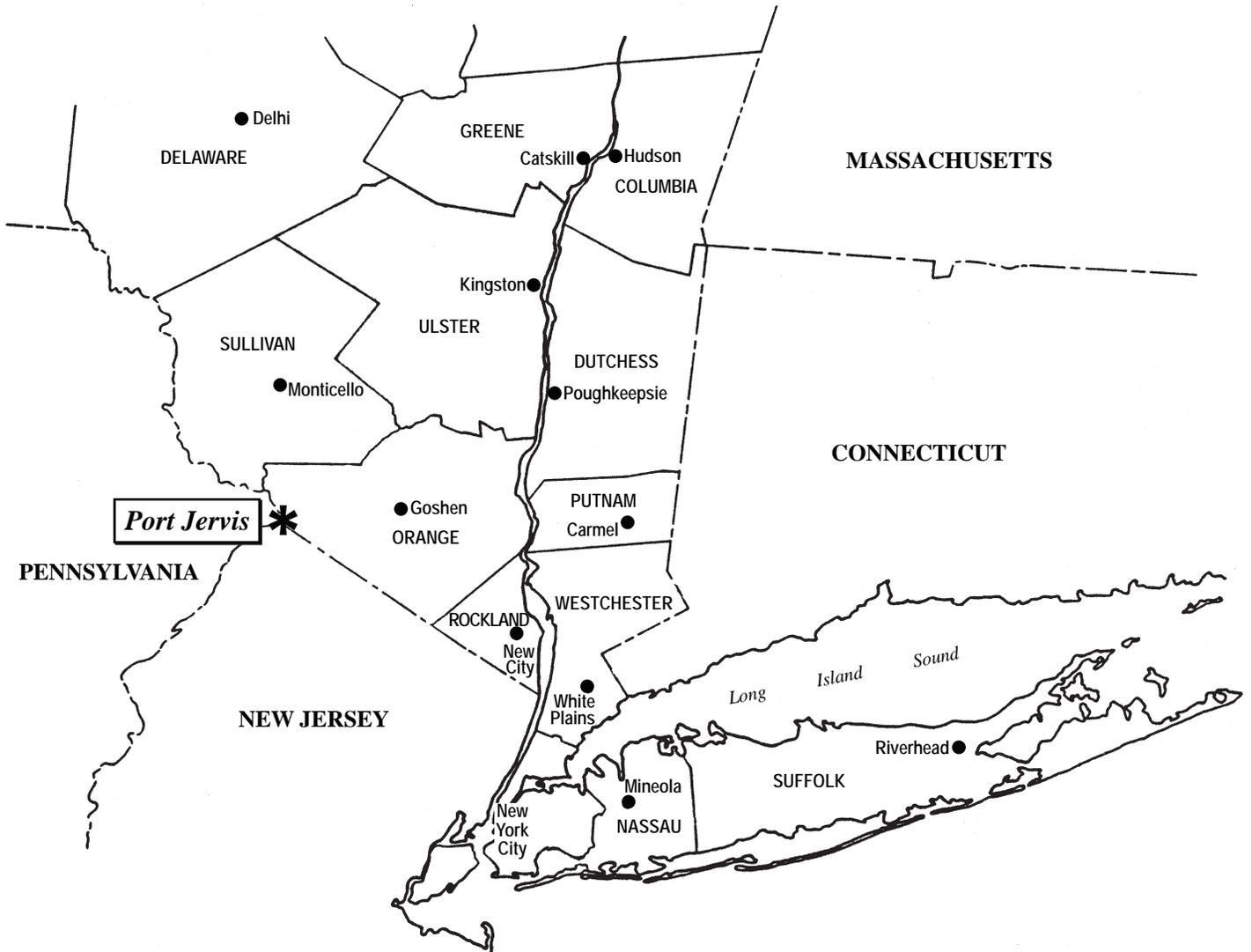
⁵ "Water Resources Plan for the Delaware River Basin." The Delaware River Basin Commission. September 2004.

⁶ Ibid.

Waterfront Location

d. Tri-State Watershed Management Plan

The City of Port Jervis is located in the Neversink-Mongaup watershed and is within the area covered by the Tri-State Watershed Management Plan, which is currently being developed. The Tri-State Watershed Management Plan is intended to define how states and local municipalities within the tri-state region can accommodate anticipated growth while maintaining the existing good water quality of the Delaware River.

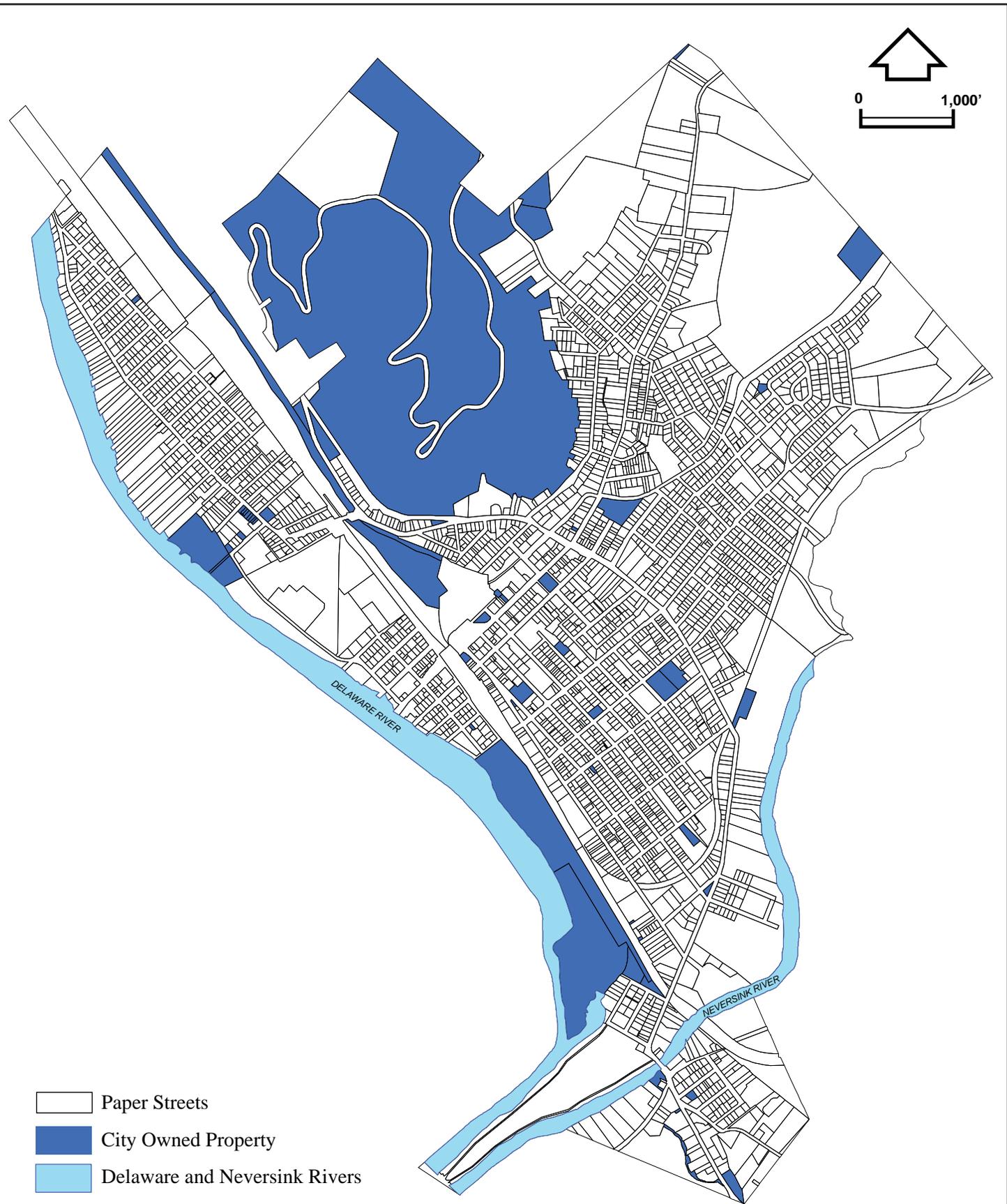


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Exhibit II.A-1
REGIONAL LOCATION

LOCAL WATERFRONT REVITALIZATION PLAN
City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants



-  Paper Streets
-  City Owned Property
-  Delaware and Neversink Rivers

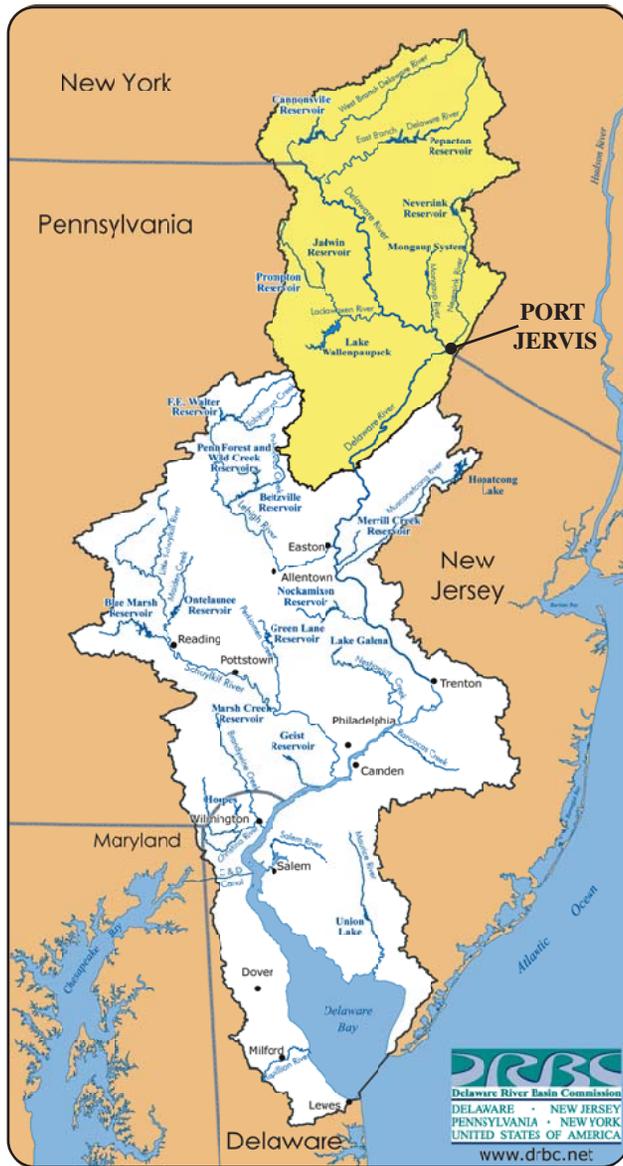
NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

SOURCE: Port Jervis Planning, Orange County Tax Map Department

Exhibit II.A-2
CITY OWNED PROPERTY

LOCAL WATERFRONT REVITALIZATION PROGRAM
 City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants



Special Protection Water Drainage Area Classified in 1992



DRBS's Special Protection Water 2008

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

SOURCE: Delaware River Basin Commission

Exhibit II.A-3

SPECIAL PROTECTION WATERS AREA

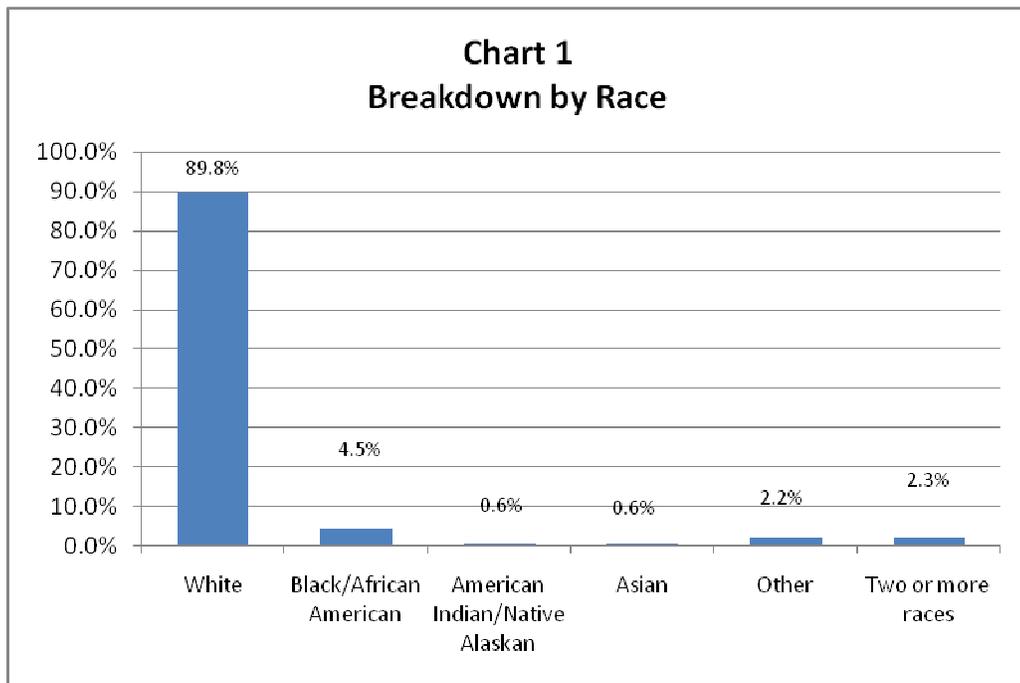
LOCAL WATERFRONT REVITALIZATION PLAN
 City of Port Jervis, New York

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B. Community Demographic Profile

1. Population

Identification and analysis of the City's demographic make-up helps to better understand and refine future opportunities that may exist in Port Jervis. The City's demographic profile includes community population, housing stock and location, and economic and employment characteristics. The following is a description of the demographic details (from the 2000 Census) of the City.



Source: US Census, 2000

Table II.B-1

Port Jervis Population

1990	2000	% Change	2007	% Change
9,060	8,860	-2.26%	9,119	2.84%

Source: US Census, 1990 and 2000; Orange County Planning, 2007.

Port Jervis has seen a small amount of fluctuation in terms of the population over the last several years. The population change from 1990 to 2000 yielded a negative change, or a decline, in the population by roughly 2.25 percent. The estimated change in population from the 2000 to 2007 suggests a growth of 2.84 percent, indicating that the 2007 population is slightly greater than the population in 1990. See Table II.B-1.

The population in Port Jervis is primarily White (89.8 percent) with Black/African Americans making up 4.5 percent of the population. The remaining minority races

total 5.7 percent of the population and non-White Hispanics account for 7.4 percent of the population (US Census, 2000). Chart 1 shows the breakdown by race of Port Jervis as determined by the US Census. Non-White Hispanics are not included in this breakdown from the Census and thus this category is not included in the chart.

2. Housing Stock

The housing stock has remained static in the last several decades. The majority of the existing housing structures, both in 1990 (64.4 percent) and 2000 (59.7 percent), were built in 1939 or earlier. The total number of housing structures has stayed consistent, with 3,870 structures in 1990; 3,840 (-0.1 percent change) in 2000; and 3,851 (+0.5 percent change) in 2003 as referenced from the 1990 and 2000 US Census and Orange County Department of Planning. See Table 2.

The occupancy status within Port Jervis has remained relatively stable with 91.4 percent of the housing units being occupied in 1990 and 91.7 percent of the housing units being occupied in 2000.

**Table II.B-2
Year Built - Housing Structures**

Time Period	1990	Percent	2000	Percent
1999 to 2000	--	--	0	0
1995 to 1998	--	--	23	0.6%
1990 to 1994	--	--	91	2.4%
1980 to 1990	379	9.8%	184	4.8%
1970 to 1979	288	7.4%	284	7.4%
1960 to 1969	154	4.0%	202	5.3%
1950 to 1959	364	9.4%	417	10.9%
1940 to 1949	194	5.0%	341	8.9%
1939 or earlier	2,491	64.4%	2,288	59.7%
Total	3,870	100%	3,830	100%

Source: US Census, 1990 and 2000 Census.

3. General Demographic Characteristics

Other important information regarding the demographic characteristics of Port Jervis includes¹:

- The median age in Port Jervis was 35.6 years old, while 72.2 percent of the population was over the age of 18, and 15.2 percent over the age of 65.
- The percentage of the population made up of one race, at 97.7 percent, is in line with the national average, at 97.6 percent.

¹ US Census, 1990 and 2000 Census

- The average household size in Port Jervis is 2.48 while the average family size is 3.15, almost identical to the national averages of 2.59 and 3.14, respectively.
- There is a higher percentage of renters in Port Jervis, shown by owner-occupied units making up 45.5 percent of the occupied housing stock, while renter-occupied units make up 54.5 percent of the occupied housing stock.
- The median value of a single-family home in Port Jervis in 2000 was estimated at \$85,900; \$33,700 less than the national average.
- The median household income in Port Jervis in 1999 was \$30,241, which, when compared to the US median income, Port Jervis was 28 percent lower.
- The City also had 17.5 percent of the population earning salaries below the poverty level, higher than the national average, at 12.4 percent. Families below the poverty level were recorded at 14.2 percent; 5 percent higher than the national level at 9.2 percent.
- While 72.8 percent of the population has a high school diploma, only 8.6 percent of the population has a bachelor's degree or higher.

C. Existing Land Use and Zoning

The City of Port Jervis has a unique location at the nexus of the Delaware and Neversink Rivers; where the three states of New York, New Jersey, and Pennsylvania meet. It has been observed during field work that existing uses within the City do not take advantage of the river front location. There is a significant lack of water-related uses within the area, demonstrating the disconnect between the rivers and the City. Exhibit II.C-1, Land Use, depicts existing land uses based on field observations.

1. Residential Land Uses

Residential uses dominate the landscape of the City, with 2,455 residential parcels making up 77.8 percent of the land uses within the City. These residential uses also make up the most acreage in the City, 611 acres, or 35 percent.

As indicated in Section II.B Community Demographic Profile, the housing stock has remained static in the last several decades. The majority of the existing housing structures (59.7 percent) were built in 1939 or earlier.¹

2. Commercial and Mixed Use Areas

The center of the city differs from the rest of the city due to the diversity of the uses within the area. The area bounded by the railroad tracks to the southwest, the shopping center and Delaware Street to the northwest, East Main Street to the north and northeast, and Pennsylvania Avenue to the southeast has a diverse array of uses. Along the railroad track is a mixture of industrial, commercial and residential uses. The area north of Pennsylvania and south of Seward Avenue is densely residential within this mixed-use city center, with commercial uses and urban parkland on the perimeter.

Along East Main Street, through the physical center of the City, land uses are a mix of commercial and service uses, offices and residences.

Small commercial areas exist in most neighborhoods throughout the City, often providing access to convenience goods.

3. Industrial Land Uses

Industrial land uses account for 5.40 percent of the land use in the City. Industrial land uses are found adjacent to City Parks, including Elks-Brox Park and at the entrance to Riverside Park, and along River Road next to the City owned ball fields and across from the West End Beach walking trail. Industrial land uses are also found along West Main Street and along parcels abutting the Neversink River.

4. Parks and Open Space

Port Jervis has a large supply of open space and parkland, with over 26 percent of the total acreage. The largest expanse of open space in the City is Elks-Brox Park (±267

¹ U.S. Census, 2000.

acres), located in the northwest corner of the City. A road running through the park provides access to areas formerly used as campsites and picnic areas. At the high point in the park is a look-out that provides views of the City of Port Jervis, the Delaware and Neversink Rivers and surrounding valley.

Located to the northwest and adjacent to the park is an industrial use that is hidden from view of the road leading into the park. Access into the park is not available within the city limits. Traveling west on Park Avenue (Rt. 97), the corporate limit is reached prior to the entrance to Skyline Drive (the access road for Elks-Brox Park). Elks-Brox Park must be entered via Route 97 in Deerpark. In addition, the road that could provide one-way access from the entrance to exit has been blocked off, and the narrow park road serves as a two-way loop road, with the entrance and exit both being located on the western edge of the park in the Town of Deerpark.

Several other open space areas are scattered throughout the city, with some being active recreation parks and a majority of the acreage being passive recreation open space. In total, there are 13 City parks and community gardens, which are identified in Table II.C-1, City Parks and Community Gardens. Additional information about parks is located in Section II.G Parks and Recreation Sites, Scenic Resources and Open Space.

**Table II.C- 1
City Parks and Community Gardens**

Park/Garden	Location/Access/Description
Church Street Park & Playground	Church Street
Riverside Park	King Street and Fourth Street
Skinner Park	East Main Street and Ball Street across from Bon Secours Community Hospital
Mother’s Park	Church and Hammond
Elks-Brox Park & Campgrounds	Accessed from Rt. 97 at Skyline Drive
Christopher S. Marion Park	At the I-84 entrance to the City adjacent to the Tri-State Chamber of Commerce information booth
West End Beach	Ferry Street and River Road
John Glen Park	Cahoonzie Street
Orange Square/Veterans' Park	Pike Street across from Park Plaza
New Millennium Park	Pike Street just before the underpass
West End Memorial Park	The City's newest parkland dedicated to firefighters, police officers and emergency services personnel
Graeb Point	Front and Fowler streets
Rose Garden	Relocated from Farnum House to Fort Decker

5. Agricultural Uses

There are no significant agricultural land uses within the City of Port Jervis.

6. Land Uses Along the Rivers

a. Land Use Along the Delaware River

Along the Delaware River on the northwestern area of the city, residential uses occupy a large portion of the land with some vacant lots scattered within the residential uses. Three “paper streets,” or unused City-owned rights of way, exist in this area, each extends to the river. The paper streets are extension of Holbrook Street, Buckley Street and Mechanic Street.

South of this residential area sits a mixture of parks, namely West End Beach, a City park with beach access to the river. Across the street from West End Beach and adjacent open space sits ball fields with no view or access to the river. Next to the ball fields is 100 River Road LLC, a large industrial use (with approximately ±70,000 square feet). Adjacent to the river and across the street from the industrial use are picnic tables used by the employees of 100 River Road LLC, yet the river is further blocked from view by a berm and overgrown vegetation.

Farther south, a residential neighborhood is located next to the industrial use, and vacant land separates this residential area from the river. Two commercial uses sit alongside the river, with one, an ice cream shop, currently in use, and the other, a historic restaurant (the Flo Jean), which is minimally operational or possibly out of business. The Flo Jean property runs adjacent to Pike Street, the main road leading into Matamoras, Pennsylvania via a bridge over the Delaware River. Commercial uses line Pike Street while residential uses make up the bulk of the property directly southeast of Pike Street.

Public uses, residences and industrial storage use are found along King Street, which is the only entrance to Riverside Park. Riverside Park provides active and passive recreation opportunities including a playground, ball field, benches and inline skate rink. These uses, however, are not in direct view of the river, as there is an earthen dike and trees separating the park from the river. In addition to the lack of views, there is little, if any, physical access to the river.

b. Land Uses Along the Neversink River

At the southernmost portion of the city sits a small section of Interstate 84, directly south of Laurel Grove Cemetery. Surrounding the cemetery are commercial establishments and residential stock on both sides of the Neversink River. A water-dependent commercial use is located in this area on South Maple Avenue, and provides rental of canoes and tubes for use on the rivers. The water-dependent use, Silver Canoe Raft Rentals, rents rafts, canoes, and kayaks for use on the Delaware River². A public water-dependent use, the New York City Department of Environmental Protection: Port Jervis Sewage Treatment Plant is located on North Maple Avenue, north of East Main Street.

² The Beauty of Orange County New York Visitor’s Guide. Orange County Tourism, Printed June 2006.

Residential housing and the local hospital, Bon Secours Community Hospital and Saint Mary’s Cemetery, are located along East Main Street, north of the intersection of East Main Street and Jersey Avenue. The Hospital property abuts the Neversink River, which also serves as the eastern boundary of Port Jervis. To the north of the hospital is Port Jervis Middle School along East Main Street, which also abuts the Neversink River. North of the school, along the eastern border of Port Jervis, is mixed use area consisting of residential lots, several commercial and open space parcels located in this area.

To the northeast corner of the city are large areas of open space as well as vacant land. However, much like the rest of the city, this area is dominated by residential uses.

Table II.C-2 shows the breakdown of parcels and acreage within the City of Port Jervis by existing land use. Exhibit II.C-1, Land Use, depicts land uses within the City.

**Table II.C-2
Breakdown of Existing Land Uses**

Land Use	Acres	Percent	Parcels	Percent
Commercial	62.35	3.60%	218	6.90%
Industrial	93.57	5.40%	43	1.40%
Office	16.73	1.00%	17	0.50%
Parks and Open Space	461.77	26.50%	46	1.50%
Public/Quasi-Public	68.47	3.90%	64	2.00%
Residential	611.06	35.00%	2,455	77.80%
River	111.87	6.40%	24	0.80%
Roads	214.45	12.30%	9	0.30%
Vacant	105.01	6.00%	279	8.80%
TOTAL	1,745.28	100%	3,155	100%

Source: Field work conducted by Saccardi & Schiff, Inc.

7. Zoning Analysis

Table II.C-3 shows the zoning districts with permitted and conditional uses in Port Jervis. A complete list of the allowances and requirements of the zoning district can be found in Chapter 535 of the City Code, also see Exhibit II.C-2, Existing Zoning.

Permitted uses are those permitted by right in the district, and are subject to all the requirements of the pertinent zoning district. They need only a Building Permit from the Building Official for their construction.

Conditional uses are those that may negatively affect the neighborhood, or the public health, safety, welfare, comfort or convenience of the citizens, if they are not developed with attention to these concepts. The Planning Board must approve applications for the development of conditional uses before they are submitted to the Building Official for a Building Permit. Conditional uses are subject to special requirements that may be imposed to insure compatibility with the neighboring uses or to safeguard the public welfare.

Accessory uses are those that accompany the main use. They may not be built on a property as a stand-alone feature.

To achieve a mix of higher density uses within the CBD and SC districts, the City has developed certain guidelines for site plan review that will help to generate a beneficial urban ambiance, provide an ample supply of housing, provide an ample supply of parking, and establish a sufficient tax base.

a. Downtown and Commercial Uses

Within the Central Business District (CBD) multi-storied structures are permitted and owner or caretaker apartments and multifamily residential apartments are permitted accessory uses. The City's Table of Use Requirements references the Multiple Dwellings regulations for the development of accessory dwelling units in the CBD. The Multiple Dwelling guidelines establish site planning standards including open space, distance between buildings and lot area requirements for dwelling units.

The Service Commercial (SC) District permits an owner or caretaker apartment as an accessory use. Multifamily dwellings are not a permitted accessory use in the SC District.

The Zoning Code §535-62 establishes a policy for the CBD and SC districts to achieve higher density uses and a beneficial interrelationship between the business community and customers, provide an ample supply of decent housing, to achieve a reasonable pedestrian scale, to provide adequate parking and to generate a sufficient tax base. This policy encourages multi-story multi-use structures and accessory residential uses. This policy does not specifically seek to promote a relationship between the downtown and the waterfront, nor does this policy specifically promote development of the arts in the City. The Central Business District allows for museums and art galleries, but does not address live/work artist space.

b. Tourist Lodging

There are several references in the City Code with respect to tourist lodging, as follows:

- The City code in section §535-12, Prohibited Uses, prohibits boarding houses, residential hotels, lodging houses, rooming houses and tourist homes.
- The Table of Use Requirements permits bed-and-breakfast establishments and the taking of roomers, boarders and lodgers as an accessory use in the Low

Existing Land Use and Zoning

Density Residence (R-1), Medium Density Residence (R-2), and Residential – Office (R-O) Districts.

- Hotels are a conditional use in the CBD, subject to the supplemental standards set forth in §535-67, Hotels and motels. The supplemental standards prohibit kitchen facilities. Amusement and sports facilities including a swimming pool, children’s playground, tennis and other game courts and game and recreation rooms are permitted. Coffee shops and restaurants are also regulated. Motels are specifically prohibited in the CBD.
- §53-12.C prohibits recreational vehicle campgrounds in addition to mobile home courts.

c. Waterfront Zoning

(1) Zoning Along the Delaware River Front

A focus of this Waterfront Revitalization Plan is the revitalization of the Delaware River. The City of Port Jervis owns a significant amount of Delaware waterfront land. Certain parcels, Riverfront Park and West End Beach, have been developed for recreational uses. Zoning along the Delaware waterfront is Low Density Residence (R-1) west of West End Beach. Along Pike Street, both sides, and west to Thomas Street is zoned Service Commercial (SC). Land uses in the Service Commercial area include the former Flo-Jean restaurant property and an ice cream shop. The remainder of the water front, including City-owned lands, is zoned Medium Density Residence (R-2).

The R-1 district permits one-family detached dwellings and places of worship. In addition to these two permitted uses, the R-2 district also permits two-family detached dwellings.

The R-2 district permits one- and two-family detached dwellings and places of worship. Conditional uses include multiple dwellings, schools, railroad and public utility rights-of-way, nonprofit membership clubs, adult care facilities, nursery schools, convenience and retail stores.

Within these districts private recreation uses (playgrounds, swimming pools, tennis courts and recreation buildings) are permitted accessory uses to nonprofit membership clubs (a conditional use in both the R-1 and R-2 districts) and multifamily dwelling (R-2). Public recreation is not a permitted use, conditional use or accessory use in either the R-1 or R-2 district. Parks and public green spaces are a permitted use in the CBD only. The zoning code does not make specific provisions for waterfront recreation or water dependent uses.

(2) Zoning Along Neversink River Waterfront

Lands along the Neversink River waterfront, which are privately owned (with the exception of the public school and the sewage treatment plant) are zoned R-1, R-O, Senior Citizen Affordable Housing (SCAH), SC, R-2 and R-1. Land uses

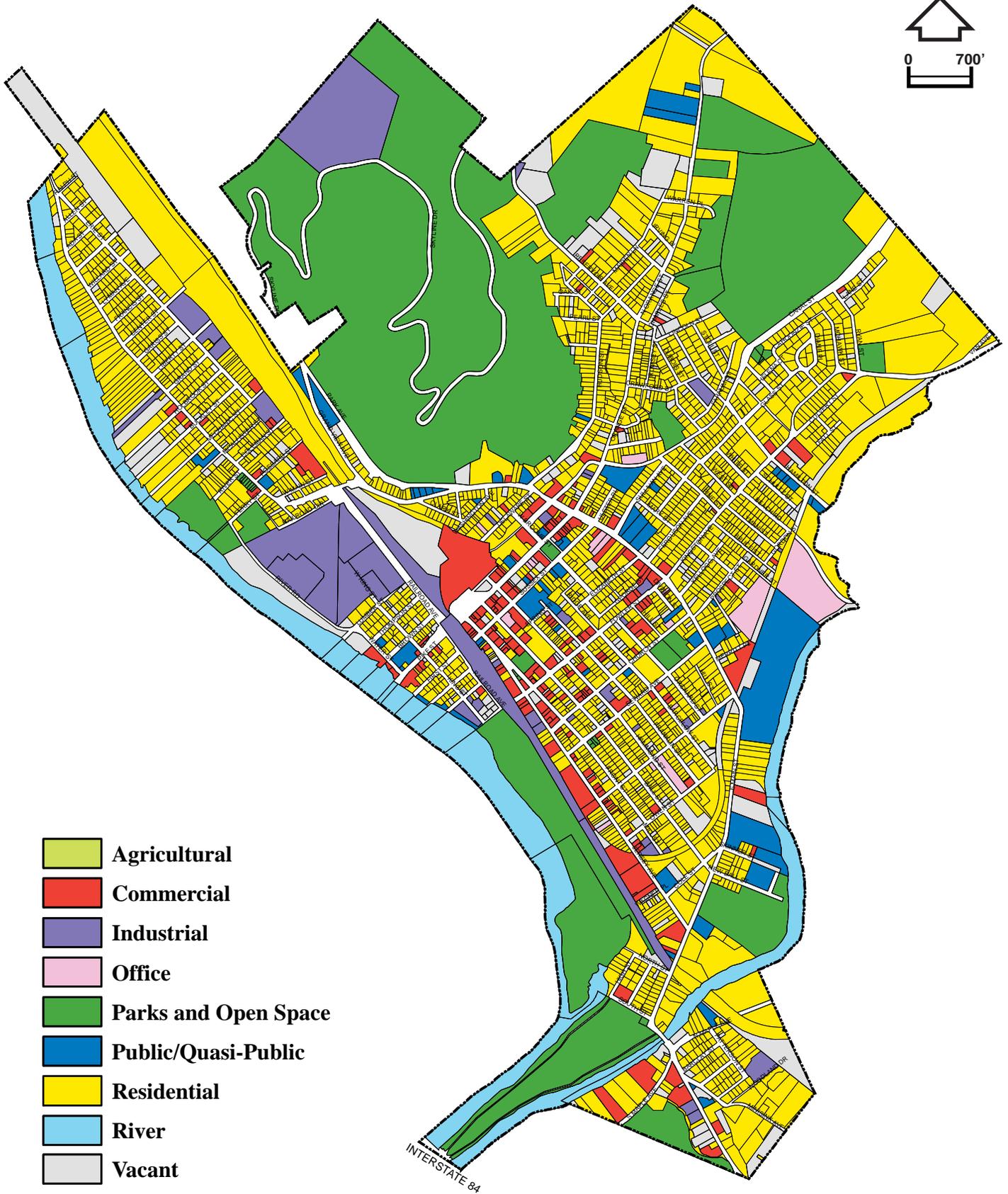
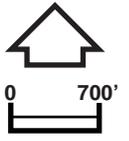
along the Neversink River are generally compatible to the zoning. Cemeteries are prohibited in the City, except that those that exist may continue to do so and even expand.

**Table II.C-3
Zoning Districts and Uses**

District	Permitted Uses	Conditional Uses	Bulk Requirements*
R-1	<ul style="list-style-type: none"> - One-Family detached dwelling - Places of worship and related facilities 	<ul style="list-style-type: none"> - Two-family detached dwelling - Schools - Railroad and public utility structures and rights-of-way - Nonprofit membership clubs - Nursery School - Convenience retail stores 	<ul style="list-style-type: none"> - Permitted Uses: Use Groups a and f - Conditional Uses: b, c, and f
R-2	<ul style="list-style-type: none"> - One-Family detached dwelling - Two-Family detached dwelling - Places of worship and related facilities 	<ul style="list-style-type: none"> - Multiple dwellings - Schools - Railroad and public utility structures and rights-of-way - Nonprofit membership clubs - Adult care facilities - Nursery school - Convenience retail stores 	<ul style="list-style-type: none"> - Permitted Uses: b, c, and f - Conditional Uses: c, e, and f
R-3	<ul style="list-style-type: none"> - One-Family detached dwelling - Two-Family detached dwelling - Places of worship and related facilities 	<ul style="list-style-type: none"> - Multiple dwellings, including townhouses - Railroad and public utility rights-of-way 	<ul style="list-style-type: none"> - Permitted Uses: f - Conditional Uses: N/A
R-O	<ul style="list-style-type: none"> - Governmental offices - Business and professional offices - Places of worship and related facilities - One-Family detached dwelling - Two-Family detached dwelling - Hospitals, general 	<ul style="list-style-type: none"> - Multiple dwellings - Philanthropic and eleemosynary institutions - Sanatoriums - Schools - Railroad and public utility structures and rights-of-way - Nonprofit membership clubs - Convenience retail stores - Adult care facilities - Funeral homes - Nursery school - Nursing or convalescent homes; residential health care facilities 	<ul style="list-style-type: none"> - Permitted Uses: a, b, c, and f - Conditional Uses: b, c, e, and f
CBD	<ul style="list-style-type: none"> - Governmental offices - Business and professional offices - Indoor theaters - Retail establishments - Personal service stores - Business services - Banks - Restaurants and other eating establishments, other than fast food 	<ul style="list-style-type: none"> - Railroad and public utility structures and rights-of-way - Commercial parking lots and public garages - Hotels, transient - Printing services, commercial - Fast-food/drive-in restaurants - Nightclubs - Multi-level parking structures - Transportation centers - Shopping centers 	<ul style="list-style-type: none"> - Permitted and Conditional Uses: d - No minimum bulk requirements prescribed

Existing Land Use and Zoning

District	Permitted Uses	Conditional Uses	Bulk Requirements*
	<ul style="list-style-type: none"> - Specialty food stores - Art galleries and museums - Libraries - Health and fitness centers - Clubs or fraternal organizations - Travel agencies - Real estate agencies - Places of worship and related facilities - Convenience retail stores - Parks and public green spaces - Beauty shops 	<ul style="list-style-type: none"> - Taxi dispatching centers - Wholesale/retail auto parts store - Laundromats 	
SC	<ul style="list-style-type: none"> - Places of worship and related facilities - Business and professional offices - Retail establishments, including convenience retail stores - Business services - Funeral homes - Governmental offices - Job printing - Trade shops - Health and fitness centers 	<ul style="list-style-type: none"> - Railroad and public utility structures and rights-of-way - Personal service stores - Banks - Restaurants of all types - Bowling alleys - Manufacturing, light - Dry-cleaning and laundry plants - Animal hospitals - Motor vehicle, trailer, boat or farm equipment sales, rental and/or service - Motor vehicle service or filling stations - Motor vehicle repair shop - Motor vehicle Laundry - Newspaper printing plants - Building supply and lumber yards - Nonprofit membership clubs - Wholesale. Storage, and warehousing facilities - Shopping centers - Motels - Preschools, daycare centers, nursery schools 	<ul style="list-style-type: none"> - Permitted Uses: d, f, g, and i - Conditional Uses: f, h, and i
LI	<ul style="list-style-type: none"> - Research, design and development laboratories - Job printing and commercial printing services - Wholesale, storage, and warehousing facilities - Trade shops - Nursery - Light Manufacturing 	<ul style="list-style-type: none"> - Railroad and public utility structures and rights-of-way - Newspaper printing - Building supply and lumber yards - Self-storage warehouse - Shopping centers 	<ul style="list-style-type: none"> - Permitted Uses: h - Conditional Uses: f and h



-  Agricultural
-  Commercial
-  Industrial
-  Office
-  Parks and Open Space
-  Public/Quasi-Public
-  Residential
-  River
-  Vacant

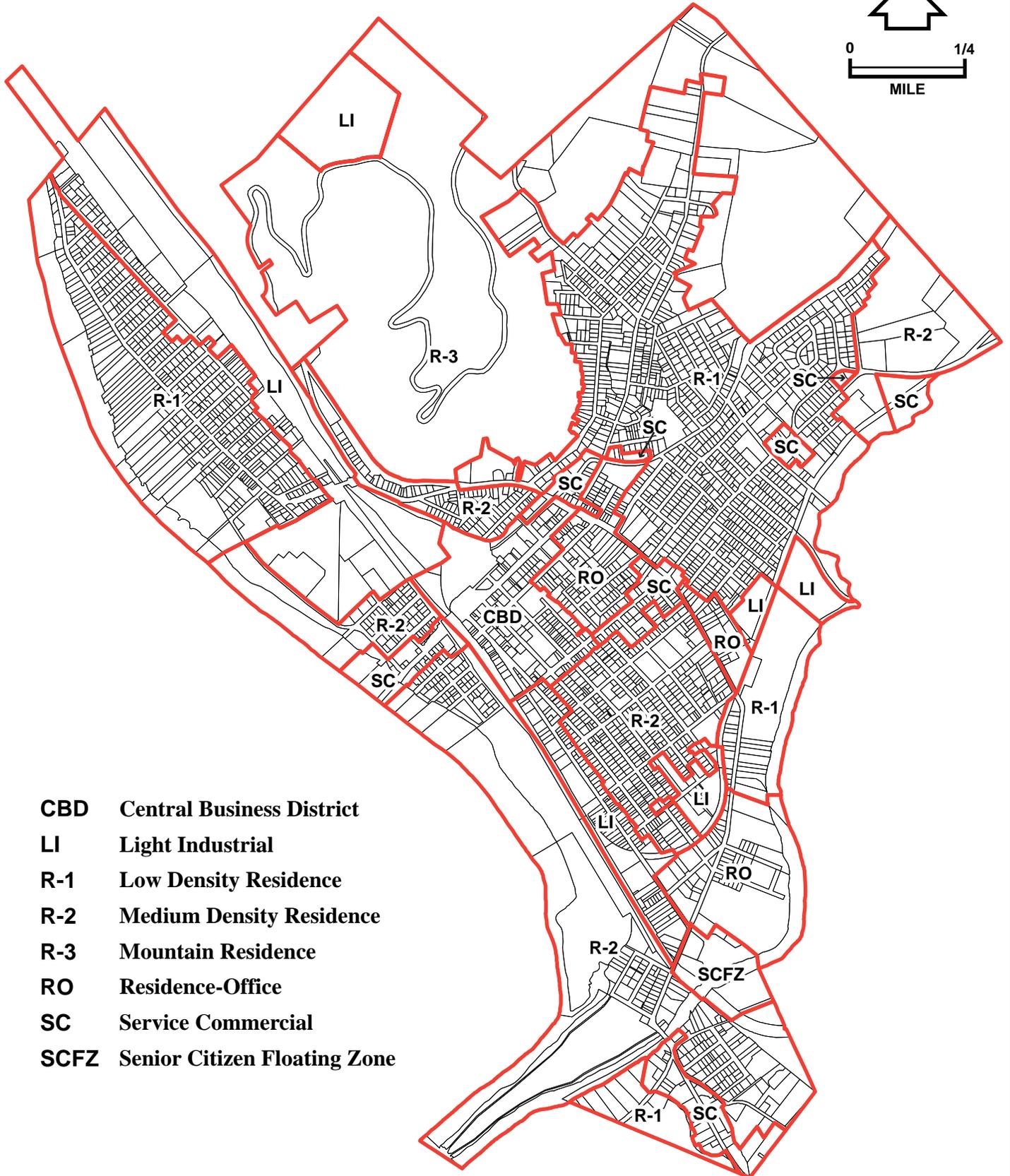
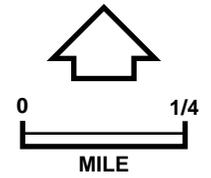
NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
"This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

SOURCE: Saccardi & Schiff, Inc. Field Survey

Exhibit II.C-1
EXISTING LAND USE

LOCAL WATERFRONT REVITALIZATION PLAN
City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants



- CBD** Central Business District
- LI** Light Industrial
- R-1** Low Density Residence
- R-2** Medium Density Residence
- R-3** Mountain Residence
- RO** Residence-Office
- SC** Service Commercial
- SCFZ** Senior Citizen Floating Zone

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

BASE MAP SOURCE: Orange County GIS

Exhibit II.C-2
EXISTING ZONING

LOCAL WATERFRONT REVITALIZATION PROGRAM
 City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants

D. Vacant, Underutilized, Abandoned or Deteriorated Sites (Areas Subject to Change)

The 2003 Downtown Study identified vacant, underutilized and abandoned sites in the downtown area. This Plan, which builds upon that study, identifies key vacant, underutilized, abandoned or deteriorated sites, identified through field work and through input from City officials and others, which, if improved, would work toward the City's stated goals of promoting waterfront and rail oriented recreation and better linking the waterfront to the downtown commercial area.

1. City-owned Lands

a. Riverside Park

Riverside Park, located at the end of King Street, encompasses approximately 20 acres.

The City has developed active recreation opportunities in this park, including ball fields, a roller rink, a skateboard park, a playground area, pavilions, a concession stand and a comfort station. An earthen dike, or berm, separates the bulk of the park from the riverfront. Seating, however, is provided atop the berm and informal walking trails provide limited river access.

Riverside Park does not provide formal water recreation access. For example, a former fishing pier at Riverside Park was destroyed by a storm and was not replaced¹. The former pathways to the pier area have not been maintained.

The City owns approximately 50 additional acres of waterfront lands extending to from the improvements in Riverfront Park to North Street. There is, however, a covenant on approximately 20 acres of the total park area, limiting future use of this area to park and recreation uses only. Limited portions of the unimproved areas are uplands. The bulk of the area is flood prone and is considered to be the banks of the Delaware River, resulting in the need to coordinate any improvements with and obtain necessary permits from the New York State Department of Environmental Conservation. See Exhibit II.D-1, Flood Plains.

Rail tracks separate the downtown business district from Riverside Park and the Delaware River – people informally cross tracks to access the park. Waterfront committee members confirmed that the underpass along Pike Street is the only formal pedestrian access way to this park from the downtown other than crossing the tracks.

¹ Lopez, Vince, Director of Public Works, City of Port Jervis. Telephone interview September 23, 2008.

b. Elks-Brox Park

Elks-Brox Park is accessed on Route 97 on the westbound side of the road. The park, which offers picnic areas, trails and panoramic vistas of the Neversink Valley is owned and operated by the City of Port Jervis. This underutilized park was used in part as a Girl Scout Camp and as a public campground as late as the 1980s. In 1996 the park was reopened and new picnic areas, trails and bathrooms were constructed.² Currently, a portion Skyline Drive, a four-mile road that runs through the park is closed, as are the restroom facilities. Management costs impact the ability of the City to maintain and promote use of the park

c. Port Jervis Turntable and Former Roundhouse Property

The Port Jervis turntable, which is the largest operating turntable in the United States, has a diameter of 115 feet and the bridge (the part that holds the locomotive) is approximately 19 feet wide. It is believed that the turntable was last used by the rail road in 1987. During the fall of 1996 steam excursions were based at the site.³ The City currently leases the turntable to a private individual who his collection of historic trains at the location. Residents and others are able to view the historic trains; this identified as is a positive public/private partnership in the City.⁴

The roundhouse, which once surrounded the turntable was burned by fire in 1987 and completely demolished in 1988.

The Round House property, which is identified as a Brownfield Redevelopment property⁵ is ±8.67 acres. This was reviewed in the downtown study, which recommends researching and securing funding for the turntable and roundhouse stalls.⁶

2. Privately-owned Lands

a. The Toll House/Flo Jean Restaurant

Toll House & Flo-Jean Restaurant, located at the corner of Water Street and Pike Street, once served as the toll house for a suspension bridge that spanned the river. The bridge, which opened in 1872, was destroyed by an ice forge. The restaurant site is the former location of Kirk's Grove, a recreation and picnic area that hosted band concerts and orchestras. Also found at this location are the remains of an old eel weir along the northern bank of the river. Eels were captured when traveling downstream to spawn in late summer. This gateway location, including the restaurant building and adjacent unimproved parking area, is currently underutilized. This property abuts the waterfront walking trail that is a component of West End Beach.

² <http://portjervisny.org/riversity.htm>, accessed 3/4/2008.

³ <http://portjervisny.org/riversity.htm>, accessed 3/4/2008.

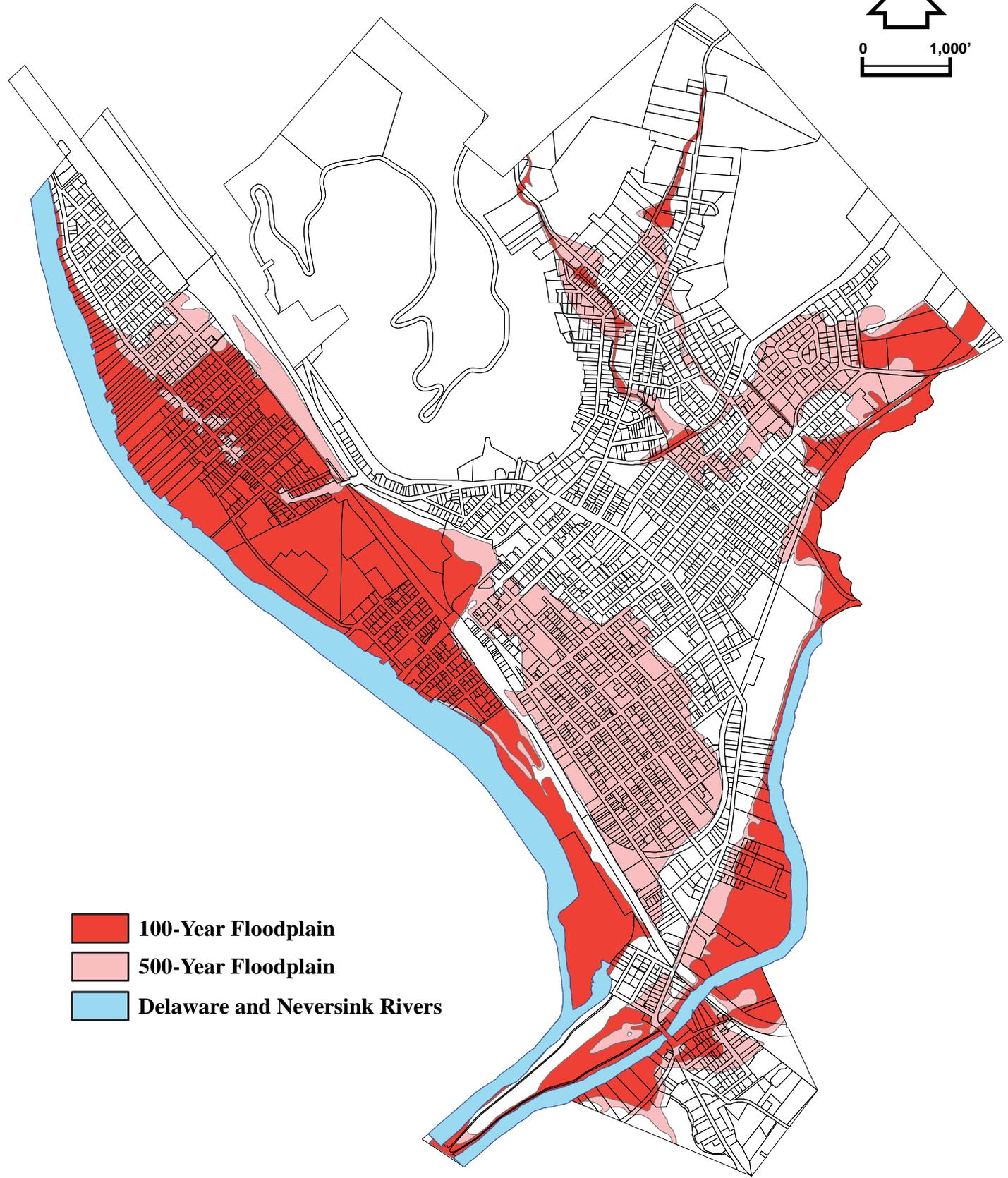
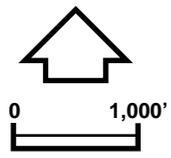
⁴ Waterfront Advisory Committee Meeting, 8/13/2008.

⁵ "Brownfields, Hazardous Waste, Superfund Sites, Orange County." Orange County, July 1, 2005.

⁶ City of Port Jervis Downtown Strategic Plan, Laberge Group, 2003.

b. The Trovei Property, King Street

The Trovei property, located on each side of King Street between 3rd Street and 4th Street is used for the storage of items such as truck trailers and other large items. This property abuts the only entrance to Riverside Park. Should this property become available in the future, there may be opportunities to identify potential park related uses for the site. Orange County currently will fund up to 50 percent of the cost of acquisition if the land is developed into a park.



-  **100-Year Floodplain**
-  **500-Year Floodplain**
-  **Delaware and Neversink Rivers**

Exhibit II.D-1
FLOODPLAINS

LOCAL WATERFRONT REVITALIZATION PROGRAM
City of Port Jervis, New York

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
"This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."
SOURCES: Port Jervis Planning; Orange County Tax Map Department

Saccardi & Schiff, Inc. - Planning and Development Consultants

E. Water Dependent and Water Enhanced Uses

1. Water Dependent Uses

“Water-dependent uses are activities which require a location in, on, over, or adjacent to a waterway because the activity requires direct access to the waterway (i.e. marina) or the use of water (i.e. an industry which uses water for production or cooling purposes).”¹ Water dependent uses and businesses include international shipping facilities, marinas, mooring areas, yacht clubs, boat yards, commercial and recreational fishing operations, facilities for shipping petroleum products and aggregates, ferry landings, and various support facilities for waterborne commerce and recreation.

a. Public water dependent uses in the City of Port Jervis include:

- West End Beach Recreation Park, which is located at the end of River Street adjacent to the Delaware River and offers a public access beach with lifeguards on duty during the summer season, picnic facilities, a basketball court, baseball field, and access for boating and fishing.
- New York City Department of Environmental Protection: Port Jervis Sewage Treatment Plant, located at 4 Neversink Drive.

b. Private water dependent uses include:

One private water-dependent use has been identified the City. The Orange County Visitor’s Guide (printed June 2006) lists the following private water dependent recreation use:

- 37 South Maple Avenue: Silver Canoe Raft Rentals. This business rents rafts, canoes and kayaks for use on the Delaware River.²

2. Water Enhanced Uses

“Water-enhanced uses are activities that do not require a location on the waterfront to function, but whose location on the waterfront could add to public enjoyment and use to the water’s edge, if properly designed and sited.”³ Water enhanced uses are primarily recreational, cultural, retail, or entertainment uses. These uses are also important to the economy, character, and public enjoyment of a community’s waterfront, and include such uses as, restaurants, parks, hotels, and shops. When developed in association with water-dependent uses they can provide necessary economic support; however, they may also compete with water-dependent uses.

¹ Policy 2, 2.1 of the New York State Coastal Management Program, Local Waterfront Revitalization Program Policies, New York Department of State, June 20, 1996

² The Beauty of Orange County, New York, Visitor’s Guide. Orange County Tourism, printed June 2006.

³ Policy 2, 2.4 of the New York State Coastal Management Program, Local Waterfront Revitalization Program Policies, New York Department of State, June 20, 1996

Water Dependent and Water Enhanced Uses

c. Public water enhanced uses in the City of Port Jervis include:

- Riverside Park, which begins at the end of King, offers a playground and other active recreation facilities. This park previously included a fishing pier, however, it was destroyed due to ice action on the river. Trails have been developed leading over the park's berm to the waterfront and seating areas on the berm provide water views.
- Elks-Brox Park is accessed on Route 97 on the westbound side of the road. The park, which offers picnic areas, trails and panoramic vistas of the Neversink Valley is owned and operated by the City of Port Jervis.
- The Delaware River Heritage Trail, which provides an approximately six-mile long historic tour of the city, takes advantage of water views. The trail loops through Riverside Park and includes the junction of the Delaware and Neversink Rivers, where the Tri-States Rocks is located.
- Upper Delaware Scenic Byway, for which Port Jervis serves as the southern gateway, runs along the Delaware River between NYS Route 17 (soon to be I-86) and I-84. Along the length of its corridor, the byway provides water views and access to the Delaware River.
- The Park Avenue Observatory, located on Route 97, provides an opportunity along the Upper Scenic Byway to gain valley and water views.
- The Port Jervis Middle School benefits from views of the Neversink River.

d. Private water enhanced uses include:

- Generally, residential and commercial properties that back to the Delaware and Neversink Rivers are enhanced by waterfront locations.
- The Bon Secour Community Hospital backs to the Neversink River.
- The St. May Cemetery and the Laurel Grove Cemetery are both located on waterfronts, providing enhanced views from these areas.

F. Waterfront/Riverfront Access

Public waterfront access is limited to recreational access along the Delaware River. Public access to the Delaware River waterfront is gained from West End Beach and Riverside Park, via informal trails, as described in Section E. Water Dependent and Water Enhanced Uses and in Section G. Parks and Recreation, Scenic Resources and Open Space.

As described in Section II.C, Land Use and Zoning, three “paper streets,” or unused City-owned rights of way, exist in this area, each extends to the river. The paper streets are extension of Holbrook Street, Buckley Street and Mechanic Street. These paper streets are currently not used for water access, however, the public rights-of-way exist.

Carpenters Point and the Tri-States Marker, located at the intersection of the Delaware and Neversink Rivers, provides water access, however, this access requires travel through the Laurel Grove Cemetery.

Within the City of Port Jervis, access to the Neversink River is limited to private properties, public and quasi-public land and buildings that abut the river.

G. Parks and Recreation Sites, Scenic Resources and Open Space

1. Walking Trails

a. The Delaware River Heritage Trail

The City of Port Jervis offers a number of tourist destinations and day trips for those interested in the outdoors, history and museums. Many of these destinations are found along the Delaware River Heritage trail, which provides an approximately six-mile long historic tour of the city. The trail begins at Fort Decker, travels along, River Road, loops through Riverside Park, winds through the downtown to the junction of the Delaware and Neversink Rivers, where the Tri-States Rock is located. The trail then loops back through the downtown, ending at Fort Decker (see Exhibit II.G-1, Delaware River Heritage Trail).

Sites of local interest along the trail include:

- Fort Decker, located at 125-133 West Main Street, is the museum of the Minisink Valley Historical Society. The stone house was built in the late 18th century and served as a hotel and tavern during the early 19th century and later as a private residence until it was developed as a museum in 1965. Fort Decker is listed on the New York State Revolutionary War Trail and the National Register of Historic Places.
- Railroad Bridge Pier is located in the center of the Delaware River. It is the remnant of a railroad bridge built in the late 19th century. The bridge, which connected Matamoras, Pennsylvania to Port Jervis, was destroyed in the early 20th century.
- Toll House & Flo-Jean Restaurant, located at the corner of Water Street and Pike Street, once served as the toll house for a suspension bridge that spanned the Delaware River. The bridge, which opened in 1872, was destroyed by an ice forge. The restaurant site is the former location of Kirk's Grove, a recreation and picnic area that hosted band concerts and orchestras. Also found at this location are the remains of an old eel weir along the northern bank of the river. Eels were captured when traveling downstream to spawn in late summer.
- Riverside Park is a city-owned park along the Delaware River waterfront. Sports facilities, including a baseball field, a roller rink and skateboard park are located at this waterfront park. The park also contains playground equipments, pavilions and a comfort station. Fishing access are available via a provided a trail that previously led to a formal fishing pier that was destroyed. The park includes a looped walking path and several small informal paths that lead to the river.

Parks and Recreation Sites, Scenic Resources and Open Space

- The Port Jervis Erie Depot Museum, located at 15 Jersey Avenue, was built in 1892 by the Erie Railroad Company and was used for passenger service until 1974. It also served as the headquarters for the Delaware Division of the Erie Railroad. The Erie Depot is listed on the National Register of Historic Places.
 - Laurel Grove Cemetery and Carpenter's Point, located on East Main Street, this cemetery, which is the burial place of some 15,000 people, was designed by landscape architect B.F. Hathaway. At the southern end of the Cemetery are the monuments of the Carpenter family who once operated a ferry between New Jersey and Pennsylvania at this point.
 - Tri-States Monument is the point where a person can stand on three states, New York, Pennsylvania and New Jersey, at one time. The rock is located just beyond the Interstate Route 84 bridge and is the site of a 100-year boundary dispute that was resolved in 1769.
 - East Main Street is thought to be the location of Old Mine Road, the first 100-mile long road in the United States.
 - Veteran' Memorial Park at Orange Square, Broome Street, was the city's first park and is designed with a series of paths emanating from a central circle. At the center of Orange Square is a forty-five foot high monument dedicated on July 5, 1886 to the veterans of the Civil War. At the base of this monument author Stephan Crane interviewed Civil War veterans whose accounts became the basis of The Red Badge of Courage, published in 1895. There are also monuments on the square dedicated to veterans of World War I, World War II, the Korean War and the Vietnam War.
 - Delaware and Hudson Canal, Canal Street, follows the route of the former Delaware and Hudson Canal within the city limits. The D&H Canal Heritage Trail, a City-owned trail, begins at the juncture of Grandview Avenue and West Main Street. This approximately two and one-half mile trail follows the old canal towpath.
 - Erie Railroad Yards and West End Bridge, West Main Street, the remains of the Delaware Division's freight yards that once contained 75 miles of track are viewed from the West End Bridge, former repair shops, engine facilities and the turntable can also be viewed from this location.
- b. The D&H Canal Heritage Trail

As described above, the D&H Canal Heritage Trail is a City-owned trail that follows the towpath of the former Delaware and Hudson Canal, where it existed, within the City limits.

- c. Other locations of importance that are not located on the walking tours:
- The Port Jervis Free Library, 138 Pike Street, was made possible through the contribution of land by local businessman Peter Franum and a \$30,000 donation by Andrew Carnegie. Construction of the library, deigned by W.S. Ackerman, began in 1902, the building was complete in 1903.
 - The Gillinder Glass Museum, located at the corners of Erie and Liberty Street, is one of the oldest glass companies in the country. Factory tours, which provide an opportunity to watch glass being created and a glass museum, are available to visitors.
 - Elks-Brox Park is accessed on Route 97 on the westbound side of the road. The park, which offers picnic areas, trails and panoramic vistas of the Neversink Valley is owned and operated by the City of Port Jervis. The park's overlooks are located at the edge of a large Appalachian Plateau that extends across the southern tier of New York State.
 - The US Post Office, located at 20 Sussex Street is listed on the National Register of Historic Places.
 - The Port Jervis turntable was built sometime before 1872 and is the largest operating turntable in the United States, with a diameter of 115 feet and the bridge (the part that holds the locomotive) is approximately 19 feet wide.¹

2. Parks and Recreation Areas

Two City-owned parks front the Delaware River. The first, Riverside Park, begins at the end of King Street and offers trails, a playground and picnic areas. The West End Recreation Park and West End Beach, located at the west end of River Road, offers a public access beach with lifeguards on duty, picnic facilities, a basketball court, baseball field, and access for boating and fishing. Geese do frequent West End Beach, however, according to Recreation Director John Faggione, this situation has improved during the past few years.² The City owns a buoyant ramp and docks that have been placed in the river in the past to provide a fishing location and area to pull canoes or kayaks in. A storm event caused one to detach and float down river; as a result, the City no longer uses these floating docks.

The largest park area in the city is the 295 acre Elks-Brox Park which, as previously stated, offers picnic areas, trails and panoramic vistas of the Neversink Valley. This City-owned and maintained park is accessed via Route 97 on the westbound side of the road. There are also several pocket parks along the Main Street/Route 6 corridor.

¹ City of Port Jervis Downtown Strategic Plan, Laberge Group, 2003.

² Faggione, John, Director of Recreation, City of Port Jervis. Telephone Interview, 10/16/2008.

Orange Square Park located on Pike Street and Church Street Park are two of the larger, non-river front, parks in the City.

3. Archeological, Cultural and Historic Sites

The City contains three sites on the National Register for Historic Places: (a) the Erie Depot; (b) Fort Decker; and (c) the Port Jervis Post Office. In addition, almost the entire City is identified by New York State Department of Parks, Recreation and Historic Preservation as being an archeologically sensitive area (see Exhibit II.G-2, Archeologically Sensitive Areas and National Register Sites).

4. Recreation

The City of Port Jervis sponsors several recreation events each year for residents and tourists. These include the Annual Delaware River Run, which begins and end at the Depot, and the Delaware River Antiques Fair, which are held in May. A Port Jervis Soapbox Derby is held in the spring. Each July 4th the City hosts an annual reading of the Declaration of Independence at Riverside Park. Other summer events include an Arts Walk, which highlights the work of local artists, and summer concerts. An annual Fall Foliage Festival, the Tri-Sate Classic 10K, a Farmer's Market, a Halloween Parade and a Veteran's Day Parade are available to residents and visitors during the autumn months. Winter events include an annual tree lighting and a holiday parade.

The City also sponsors a Spring Clean-Up and a Fall Leaf Sweep, both are volunteer clean-up days at City playgrounds.³

Recreation programs and events are advertised via flyers distributed at the schools, on the City's web page, on public access television and in the local newspaper. During 2008 summer indoor and outdoor recreation programs were well attended.⁴

5. Lodging

There is one hotel in Port Jervis, which is:

- The Erie Hotel and Restaurant, located at 9 Jersey Avenue, which provides 10 guestrooms in a downtown location; and

Across the Delaware River, in Matamoras there is a 109 room Best Western Inn that has banquet and conference facilities. Development of a Hampton Inn, with approximately 100 rooms, is currently proposed.

³ <http://portjervisny.org/upcoming%20events.htm>

⁴ Faggione, John, Director of Recreation, City of Port Jervis. Telephone Interview, 10/16/2008.

6. Regional Tourism and Recreation

a. Upper Delaware Scenic Byway

Port Jervis is located at the southern gateway to the Upper Delaware Scenic Byway (UDSB). The UDSB is a 70-mile scenic driving trail that runs along the Delaware River between NYS Route 17 (soon to be I-86) and I-84. “The vision of the Upper Delaware Scenic Byway is to highlight what is already an exceptional feature of the region’s appeal to residents and visitors alike — the highway itself. The most significant and attractive aspects of the byway will continue to be its spectacular highway vistas, access to the Delaware River and its resources, and the uniqueness of the communities along the byway.”⁵ The Byway is a New York State designated route. It is a locally driven effort within a framework that enables the communities to evaluate and develop common opportunities. These opportunities include enhancement of the transportation right-of-way, preserving the scenic beauty of the byway, and preserving and promoting the historical sites within the region. The byway serves as a vehicle for enhanced marketing of the area through coordinated promotions.

b. Delaware River Water Trail

The Delaware River Water Trail, one of more than 150 designated water trails in the United States.⁶ The purpose of this water trail is to:

...enhance the recreational boating experience on 220 miles of the Delaware River from Hancock, New York, to Trenton, New Jersey, and integrate land and water trails into a comprehensive recreational system....the trail and resulting enhanced river experience are intended to inspire stewardship for the river and its associated landscape....⁷

The Middle Delaware, the area in which Port Jervis is located, is the only section of the river that offers lifeguard manned beaches.⁸ The Delaware River Water Trail map distributed by the National Parks Service identifies West End Beach in Port Jervis and attributes the following amenities to the park:

- Canoe launch;
- Swimming;
- Fishing;
- Parking; and
- Boat launch.

⁵ <http://www.upperdelawarescenicbyway.org/history/byway/bywayhistory.php>

⁶ *Delaware River Water Trail: A Traveler’s Watershed Guide to the Wild and Scenic Delaware River From Hancock, New York, to Trenton, New Jersey.*

⁷ Delaware River Greenway Partnership. *Delaware River Water Trail, Concept Plan and Implementation Recommendations*, June 2006.

⁸ *Delaware River Water Trail: A Traveler’s Watershed Guide to the Wild and Scenic Delaware River From Hancock, New York, to Trenton, New Jersey.*

The Delaware River Water Trail map and brochure distributed by the National Parks Service notes that jet skis are permitted between the Upper Delaware and Delaware Water gap and are launched from West End Beach in Port Jervis.

c. National Park Service Recreation Areas

The National Park Areas are located to the north and south of Port Jervis. The Upper Delaware Scenic and Recreational River is located to the north of Port Jervis and the Delaware Water Gap National Recreation Area is located to the south. An approximate seven mile stretch of the Delaware, in which Port Jervis is located, separates these National Park areas (See Exhibit II.G-3, Wild and Scenic Designation Along the Delaware River).

d. Eagle Viewing

From November to March bald eagles, the largest winter along the Delaware River from the Delaware Water Gap to Hancock, New York. Traveling north of Port Jervis, on Route 97 for 10 to 15 miles, generally provides eagle viewing opportunities during the winter months.

e. Airport Park, Matamoras, Pennsylvania

Airport Park is located across the Delaware River in Matamoras at the bend in the Delaware River, immediately north of the intersection of the Delaware and Neversink Rivers. This municipal park provides playground equipment, tennis courts, a picnic area and river access.

f. Highpoint State Park, Sussex, New Jersey

Four miles south of Port Jervis is New Jersey's High Point State Park. Located in this park, at the highest elevation in the State of New Jersey (1,803 feet above sea level), is a 220 foot monument. High Point State Park provides camping, picnicking, educational programs, cross-country skiing and hiking opportunities. A portion of the Appalachian Trail runs through this park (See Exhibit II.G-4, Appalachian National Scenic Trail).

g. Hiking Trails

Within the Tri-States region there are many walking and hiking trails, in addition to the Appalachian Trail running through Highpoint Sate Park in New Jersey. Nearby to Port Jervis, the New York-New Jersey Trails Conference recently purchased land on the Shawangunk Ridge in the town of Deerpark, setting the stage to a new footpath along the Lenape and Minisink Trails that would be accessible from the Port Jervis Train station via the Delaware River Heritage Trail.⁹ It is hoped that the trail system will eventually link to the Shawangunk Ridge Trail in Greenville.¹⁰ Also in close proximity to Port Jervis is the County's D& H Canal Trail which runs along the east

⁹ New Trails in the Southern Shawangunks. New York New Jersey Trails Conference; <http://www.nynjtc.org/trails/newtrails/srt.html> (accessed 11/7/2008)

¹⁰ Ibid.

side of the Neversink River. See Exhibit II.G-5, Regional Trails for trail location information.

h. Other Regional Recreation

Beyond Port Jervis, within a 15 mile radius of the City, tourist destinations, day trips and activities include fishing in the Neversink River, canoe rentals and rafting, and camping. Canoe, kayak and raft livery locations, where boaters enter and exit the water, are located to the north of Port Jervis in the Upper Delaware, in the Delaware Water Gap, and across the river in Westfall.

During the winter months, area visitors have easy access to several ski resorts including Masthope, Tanglewood, Shawnee, Holiday Mountain and Great Gorge.

Delaware River Heritage Trail Map (Revised)

Not all roads may be shown or named on maps or listed in street guides. Some roads may be under construction.

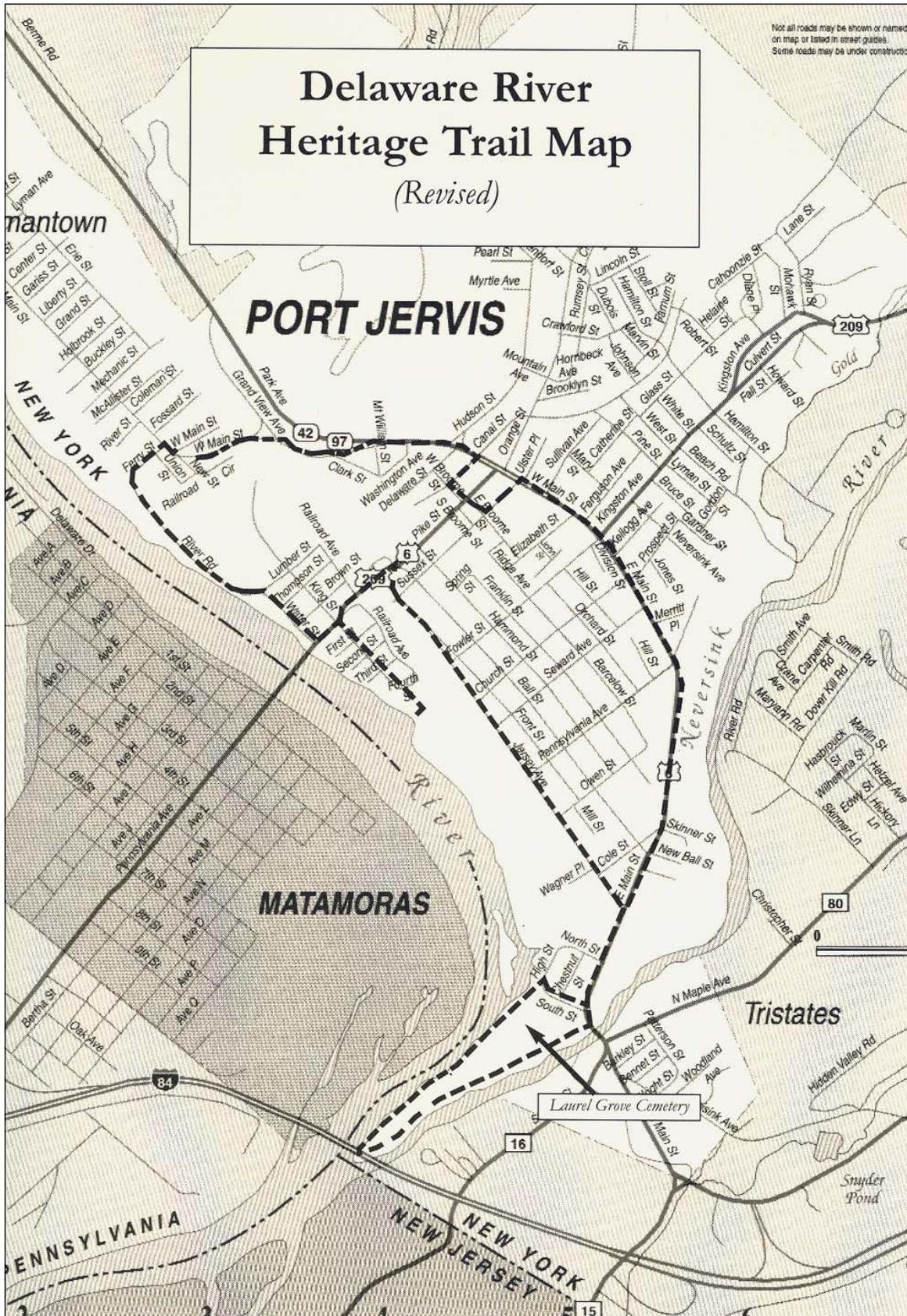


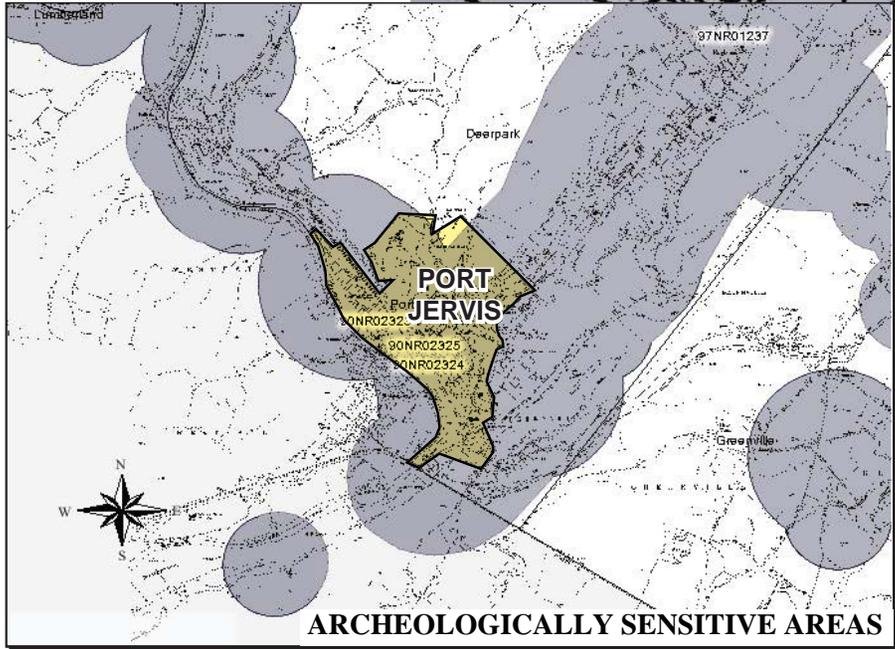
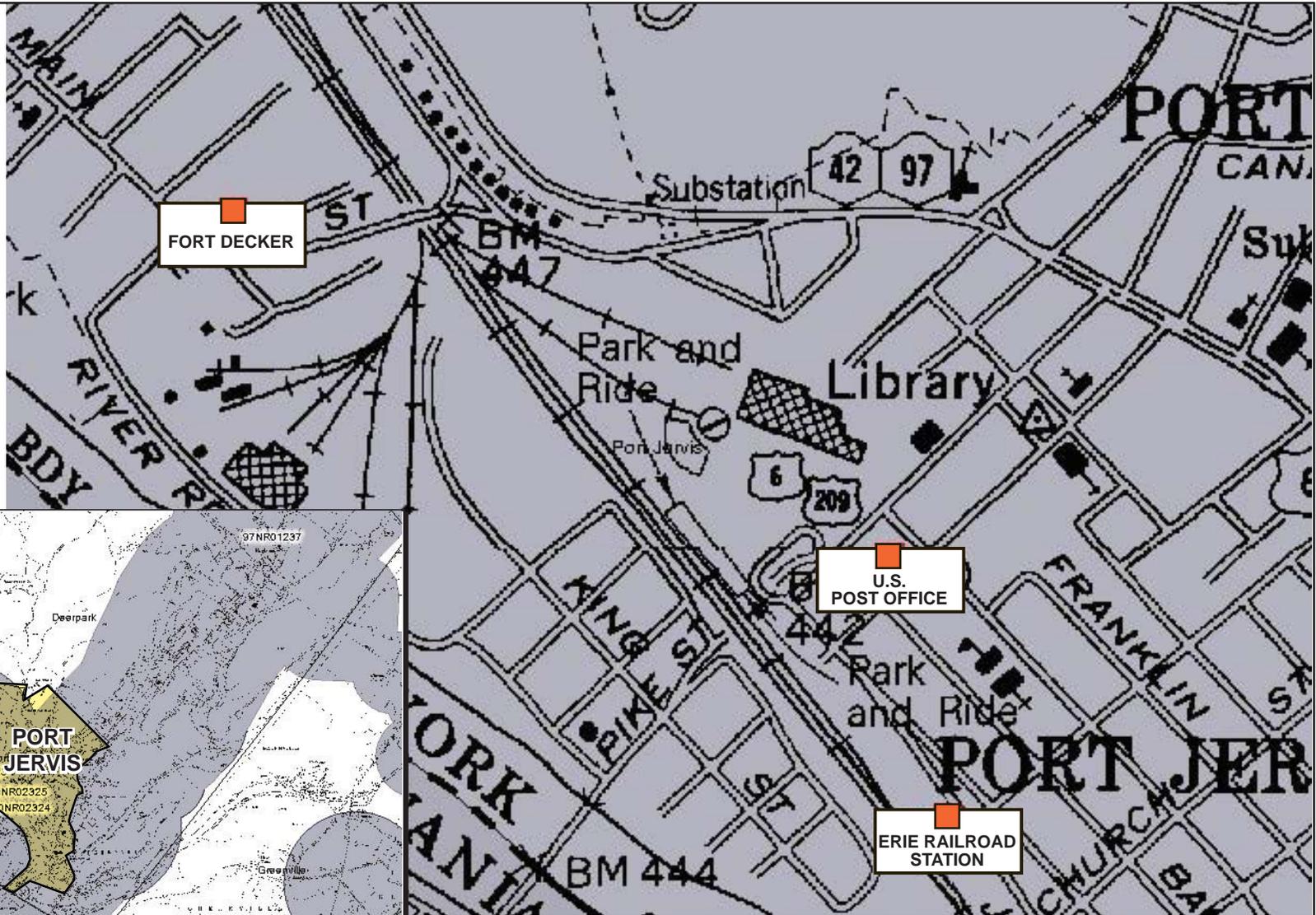
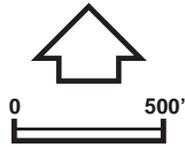
Exhibit II.G-1 DELAWARE RIVER HERITAGE TRAIL

LOCAL WATERFRONT REVITALIZATION PLAN
City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
"This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

SOURCE: Delaware River Heritage Trail Guide by Peter Osborne



 National Register Listed

Exhibit II.G-2
**NATIONAL REGISTER SITES
 AND ARCHAEOLOGICALLY
 SENSITIVE AREAS**

LOCAL WATERFRONT REVITALIZATION PLAN
 City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
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SOURCE: New York State Office of Parks, Recreation and Historic Preservation

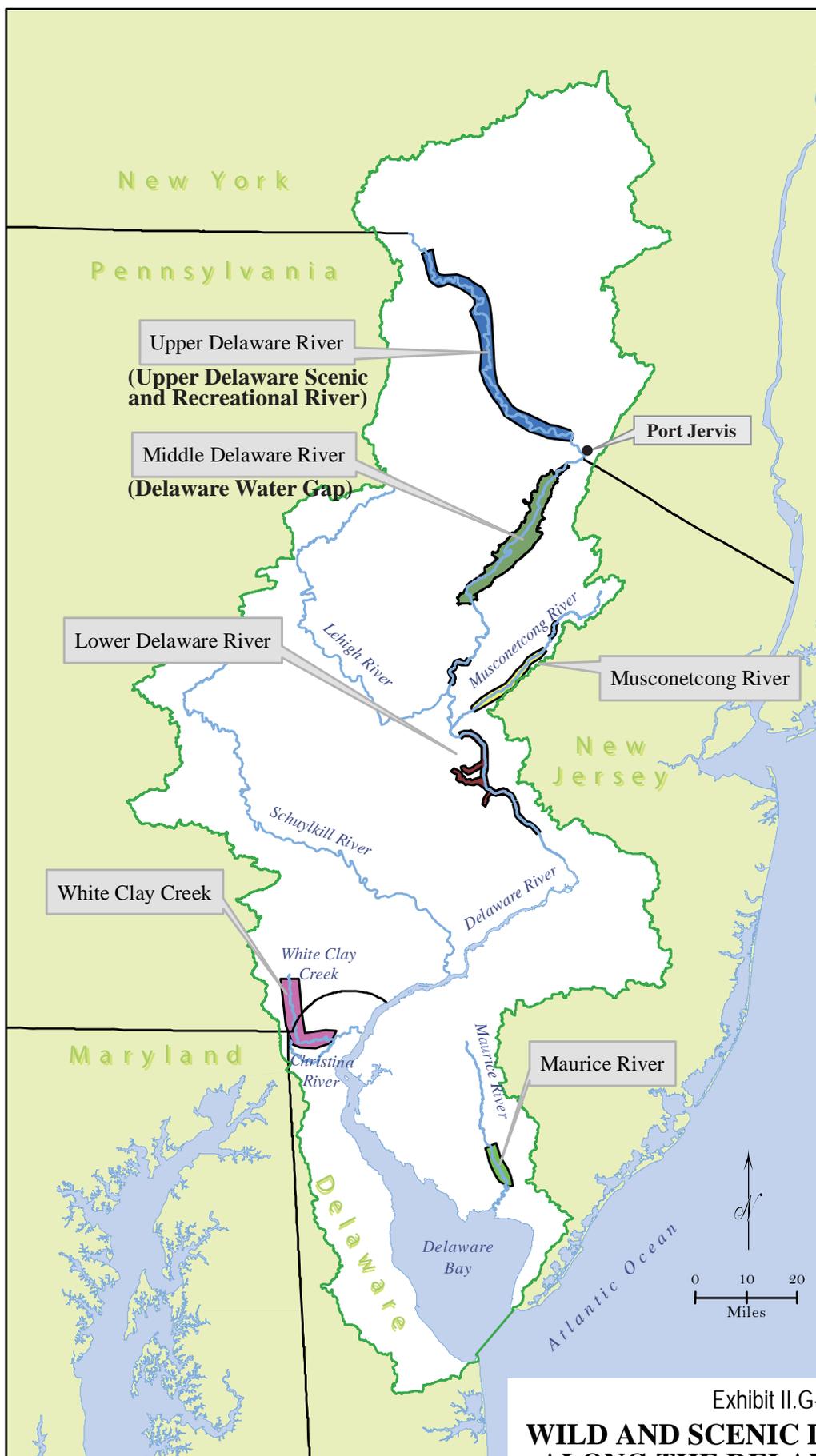
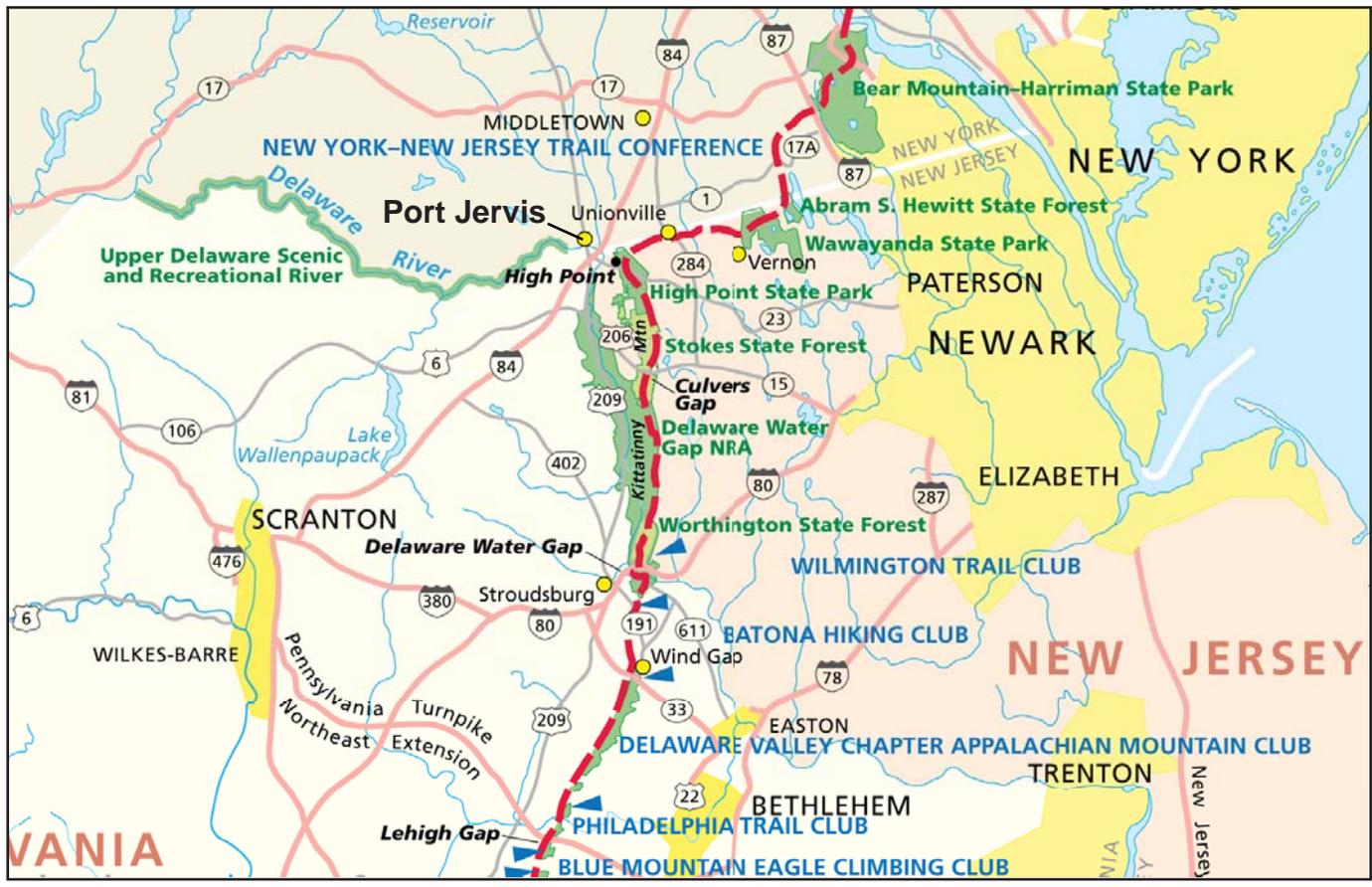
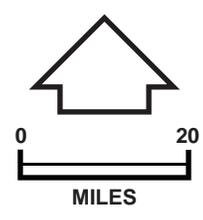


Exhibit II.G-3
**WILD AND SCENIC DESIGNATION
 ALONG THE DELAWARE RIVER**

LOCAL WATERFRONT REVITALIZATION PROGRAM
 City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."
 SOURCE: Delaware River Basin Commission.



----- Appalachian Trail

Exhibit II.G-4
**APPALACHIAN NATIONAL
 SCENIC TRAIL**

LOCAL WATERFRONT REVITALIZATION PLAN
 City of Port Jervis, New York

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."
 SOURCE: National Parks Service

Saccardi & Schiff, Inc. - Planning and Development Consultants

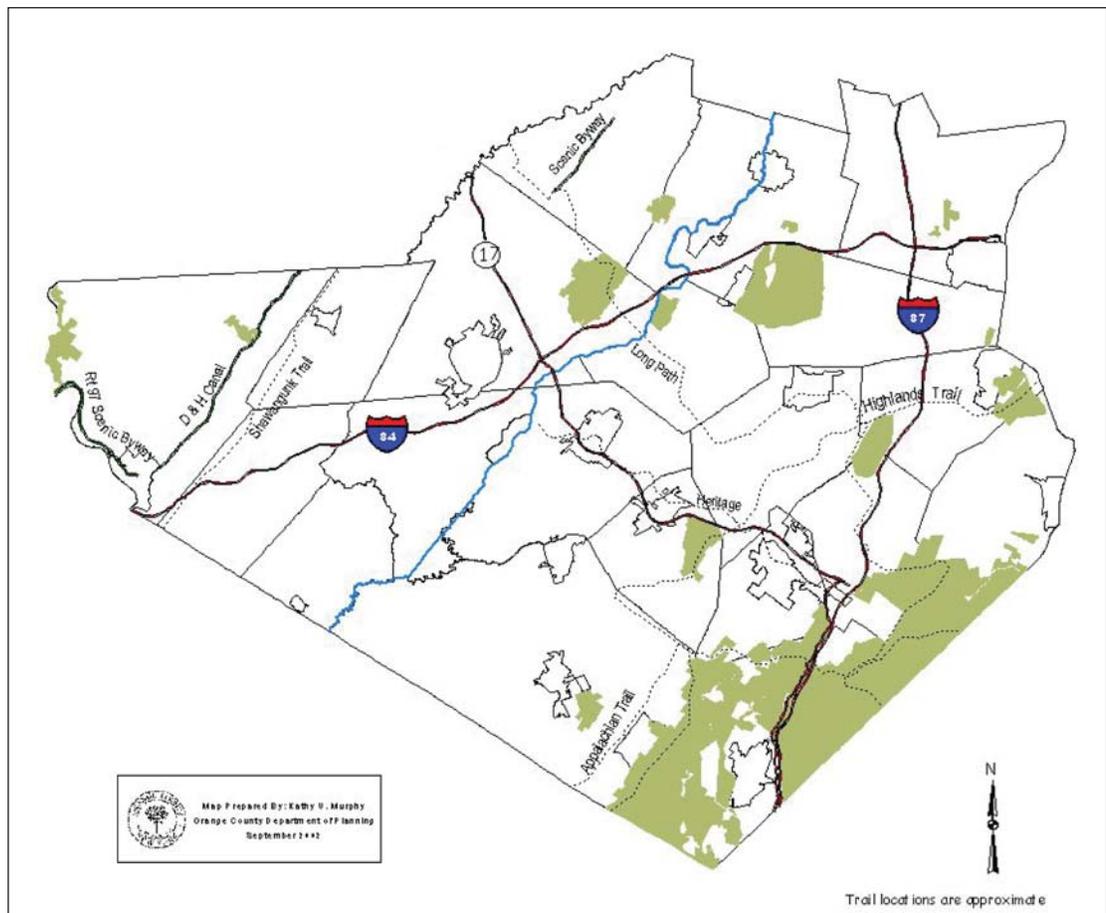
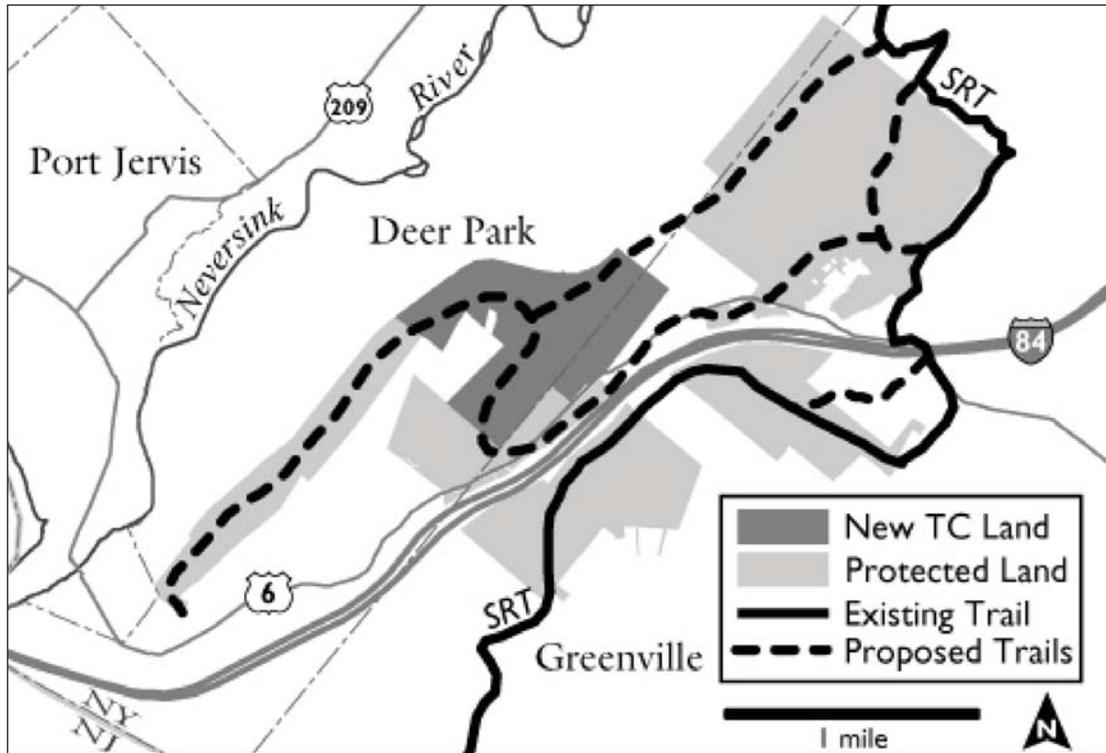


Exhibit II.G-5
REGIONAL TRAILS

LOCAL WATERFRONT REVITALIZATION PROGRAM
 City of Port Jervis, New York

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

SOURCES: New York/New Jersey Trail Conference;
 Orange County Comprehensive Plan 2003

Saccardi & Schiff, Inc. - Planning and Development Consultants

H. Physical and Natural Features Including Wetlands

1. Climate

The City of Port Jervis, which is located in the Delaware River Basin, has a moderate continental climate with comparatively short cold winters and warm, often humid summers. The skies are generally described as clear to partly cloudy. Precipitation, including both rainfall and snow melt (average annual snowfall is 40 inches) averages about 48 inches annually. Generally, precipitation is well distributed throughout the year with the difference between the wettest month and driest month averaging about one inch.¹

Changes in temperature, humidity and wind velocity occur frequently in the Delaware River Basin. The average annual temperature in Port Jervis is approximately 50 degrees Fahrenheit (°F). Average monthly temperatures range from approximately 27 °F in January to about 75 °F in July. The City does experience uncomfortable combinations of high temperatures and high humidity during the summer that can last for a week or more.²

2. Topography

The topography in Port Jervis is varied. The area at the confluence of the Delaware and Neversink Rivers is generally flat. This flat area extends on both sides of each river within the City limits. Approximately one-half mile from these rivers the land changes from flat to moderately sloping (four percent to eight percent). Farther from the rivers the area is characterized by glacially smoothed hills and mountains. The slopes in the portion of the flatlands cause a rapid runoff condition for the upstream sections of small tributaries of the rivers. The runoff velocities are not damaging, but rapid flows cause the runoff to concentrate quickly in the flatland.³

3. Geology

Port Jervis is situated on a great bend on the Delaware River. The river drains southeastward, dividing the region of nearly flat-lying Late Devonian sedimentary rocks of a great plateau (the Catskills are to the northeast in New York, and the Poconos are to the southwest in Pennsylvania). At Port Jervis, the river bends to the southeast following the Port Jervis Trough, the valley formed along the belt of steeply westward-dipping Early and Middle Devonian strata along the western flank of Kittatinny Mountain.⁴ As

¹ Federal Emergency Management Agency. "Flood Insurance Study, City of Port Jervis, New York." Revised April 2, 2002. Pg. 4

² Federal Emergency Management Agency. "Flood Insurance Study, City of Port Jervis, New York." Revised April 2, 2002. Pg. 4

³ Federal Emergency Management Agency. "Flood Insurance Study, City of Port Jervis, New York." Revised April 2, 2002. Pg. 2

⁴ U.S. Geological Society, *Geology of the New York City Region: a Preliminary Regional Field-Trip Guidebook*. 2003. Port Jervis Gorge . <http://3dparks.wr.usgs.gov/nyc/parks/loc38.htm>. Accessed 2/23/2009.

the Delaware River enters the Ridge and Valley geophysical provenance, it becomes wider and slower than in the whitewater of the upper sections.⁵

Geologically speaking, Port Jervis is located in the Valley and Ridge Province of the New York metropolitan area. The Valley and Ridge Province is a belt of folded sedimentary rocks extending from the Catskills region southwestward along the Appalachian Mountains. The erosional characteristics of the exposed sedimentary rock formations are responsible for the characteristic Valley and Ridge topography. Sandstone and conglomerate, which are durable, form ridges and less resistant limestone and shale underlie the valleys in the region.⁶

Traveling north from Port Jervis on Route 97 the road climbs up through the Middle Devonian Hamilton Group into the Late Devonian strata of the Catskill Group. Near the southern entrance of the gorge the dark gray shale and mudstone of the Mahantango Formation yields marine fossils (e.g., scarce brachiopod fragments). In the area of the curves and roadside pull offs, the cliffs consist of lower Late Devonian Catskill Group (or Genesee Group). In this vicinity it is possible to find pieces of fossil wood exposed in the cliffs and ledges of the dark sandstone above the road. The wood is from ancient fern trees. This area contains some of the oldest fossil wood found on Earth.⁷

To the southeast of Port Jervis, on the northern end of Kittatinny Mountains, High Point (1,803 feet) is the highest elevation in the State of New Jersey. North of High Point, the steep dip angle of the resistant ridge-forming beds of Silurian Shawangunk Conglomerate gradually diminishes northward into the New York region.⁸

4. Rivers

The Delaware River winds along the western border of Port Jervis separating Orange County, New York from Pike County, Pennsylvania. Originating in the Catskill Mountains of New York, the East and West branches of the Delaware River meet in Hancock, New York and form the main stem of the river. The River flows a total of 375 miles in portions of four states: New York; New Jersey; Pennsylvania; and Delaware. For 102 miles, beginning at the East Branch-West Branch confluence in Hancock, New York, the River is a major national recreation area, protected by both the Wild and Scenic River System and the National Park Service.

⁵ *Delaware River Water Trail: A Traveler's Watershed Guide to the Wild and Scenic Delaware River From Hancock, New York, to Trenton, New Jersey.*

⁶ U.S. Geological Society, *Geology of the New York City Region: a Preliminary Regional Field-Trip Guidebook*. 2003. Valley and Ridge Province. <http://3dparks.wr.usgs.gov/nyc/vs/valleyandridge/valleyandridge.htm>. Accessed 2/23/2009.

⁷ Ibid.

⁸ U.S. Geological Society, *Geology of the New York City Region: a Preliminary Regional Field-Trip Guidebook*. 2003. High Point State Park. <http://3dparks.wr.usgs.gov/nyc/parks/loc37.htm>. Accessed 3/2/2009.

In Orange County the major tributary to the Delaware River is the Neversink River, which originates in the Catskill Mountains. The Neversink runs through the eastern portion of the city and merges with the Delaware River just south of the I-84 Bridge.

a. Water Quality

(1) Delaware River

Section 305(b) of the Clean Water Act requires states to submit a report on the quality of the waters of their state every two years. The New York State Department of Environmental Conservation (NYSDEC) Division of Water maintains an inventory of waters in the state. The *Waterbody Inventory/Priority Waterbodies List* (WI/PWL) provides summaries of general water quality conditions (by basin), tracks the degree to which the waterbodies support a range of uses (or do not support uses), and monitors quality problems, pollutants and sources of pollutants.

The 2006 New York State Water Quality Section 305b Report identified the Delaware River is classified as water quality class A, the highest water quality. The water quality was identified as being possibly threatened in the lower main stem of the river due to nutrients on other pollutants. In 2006, the lower main stem of the Neversink River was classified as class B waters due to atmospheric deposition of acids/bases, which impact the pH levels.⁹

The 2008 New York State Water Quality Section 305b Report identifies the Middle and Lower Main Stems of the Delaware River as 2, Threatened (Possible). Threatened means that the water quality supports uses and the ecosystem exhibits no obvious signs of stress. However, the following are identified:

- Existing or changing land use patterns, may result in restricted use or ecosystem disruption; or:
- Data reveals decreases in water quality or presence of toxics below the level of concern, or:
- Water body uses are not restricted and no water quality problems exist but the support of a specific and distinctive use makes the waterbody more susceptible to water quality threats.¹⁰

The word possible indicates anecdotal evidence, public perception and/or specific complaints, however, there is little, if any, documentation of a water quality problem.¹¹

⁹ New York State Water Quality Section 305b Report 2006, www.dec.ny.gov/chemical/23837.html, accessed 10/17/2008.

¹⁰ New York State Water Quality Section 305b Report 2008, www.dec.ny.gov/chemical/23837.html, accessed 6/3/2009.

¹¹ Ibid.

Physical and Natural Features Including Wetlands

The 2008 New York State Water Quality Section 305b Report, in the Delaware River Basin Appendix states that water quality in the basin, overall, is good to excellent and that much of the water quality concerns in the basin related to threats, rather than to existing impacts or impairments. Identified threats within the entire basin include:

- Nutrient (phosphorus) loading;
- Streambank and roadbank erosion ;
- Recreational uses of waters (though these waters generally support uses, the highly valued uses of these resources warrant particular protection);
- Agricultural nonpoint sources;
- Small municipality wastewater disposal;
- Inadequately maintained and/or failing on-site septic; and
- Salt storage

The U.S. Department of the Interior and U.S. Geological Survey (USGS) studied the water quality in the Delaware River Basin from 1998 to 2001 as part of a series of reports by the National Water-Quality Assessment Program. The findings from this study are contained in USGS circular 1127. The study found that water quality and the health of aquatic life are greatly affected by agriculture and urbanization. Many nutrients, pesticides and volatile organic compounds were detected in water samples, but concentrations rarely exceeded guidelines or standards for drinking-water quality or aquatic life protection.

Specific to the City of Port Jervis, the study found that concentrations of PCBs in fish exceeded fish-eating wildlife guidelines. Volatile organic compounds (VOCs) were studied and detected in 92 percent of stream samples and 59 percent of well samples in the four state Delaware Basin study area. Overall, 42 different VOCs were detected in stream samples and 26 VOCS were detected in well samples. At the Port Jervis study site, identified as a forested site in the study (rather than an agricultural or urban site), only methyl tert-butyl ether (MTBE), a gasoline related compound was detected, and detected in only one of eight samples. The study also found that phosphorus and nitrogen concentrations at the forested site at Port Jervis on the Delaware River were among the lowest measured nationally.¹²

(2) Neversink River

USGS studies have found that the quality of the Neversink River, which originates in the Catskill Mountains, is impacted by acid rain. Several decades of acidic deposition have led to large amounts of available nitrogen and low amounts of available calcium in the forest soils of the river basin (located to the north of Port Jervis). Forest conditions in the river basin are an important factor water quality. The impacts of acid rain in the Neversink River have been found to

¹² *Water Quality in the Delaware River Basin, Pennsylvania, New Jersey, New York and Delaware*, 1998-2001. U.S. Department of the Interior, U.S. Geological Survey. Circular 1227.

cause a low pH and elevated aluminum concentrations that often exceed toxic levels for fish, and has degraded water quality. These conditions impact the ability of the Neversink River to support healthy fish habitats and sport fishing.¹³

b. Protection of Waters Permit

A New York State Department of Environmental Conservation (NYS DEC) Protection of Waters Permit is required for disturbances to the bed or banks of a stream with a classification standard of C(T) or higher (disturbance may be either temporary or permanent in nature), meaning disturbance along the Delaware and Neversink Rivers would require NYS DEC permits.

According to the New York State Department of Environmental Conservation, "Banks" means:

...that land area immediately adjacent to and which slopes toward the bed of a watercourse and which is necessary to maintain the integrity of the watercourse. A bank will not be considered to extend more than 50 feet horizontally from the mean high water line; with the following exception: Where a generally uniform slope of 45 degrees (100%) or greater adjoins the bed of a watercourse, the bank is extended to the crest of the slope or the first definable break in slope, either a natural or constructed (road, or railroad grade) feature lying generally parallel to the watercourse.¹⁴

Examples of activities that would require a DEC permit are:

- placement of structures in or across a stream (i.e., bridges, culverts or pipelines);
- fill placement for bank stabilization or to isolate a work area (i.e., rip-rap or coffer dams);
- excavations for gravel removal or as part of a construction activity;
- lowering stream banks to establish a stream crossing;
- utilization of equipment in a stream to remove debris or to assist in-stream construction.¹⁵

The City would be required to contact New York State Department of Environmental Conservation prior to any work along the banks of the Delaware, including clearing of vegetation, to assess whether the proposed project is exempt and, if not exempt, if the project is determined to be major or minor in nature.

¹³ *Controls of Stream Chemistry and Fish Populations in the Neversink Watershed*, Catskill Mountain, New York. Department of the Interior, U.S. Geological Survey, WRIR 00-4040, January 2001.

¹⁴ <http://www.dec.ny.gov/permits/6554.html>. Accessed 10/17/2008.

¹⁵ Ibid.

c. Streambank Erosion

Streambank erosion and runoff from roadways have been identified as water quality threats. The generally hilly topography of the Delaware River Basin has resulted in development in the valley floors, such as the City of Port Jervis, in close proximity to water courses, including the Delaware and Neversink Rivers. Many stream channels and adjacent flood plains have been altered and are unstable. This leads to erosion and transport of excessive sediment loads within the rivers.¹⁶

5. Aquifer Areas

The word aquifer refers to permeable layers of rock, sand or gravel that are capable of holding or transmitting groundwater sufficiently to provide a source of water for a well. Port Jervis does not contain a primary aquifer, one that is highly productive and a source of water supply for a major municipal water system. The City does, however, contain aquifer areas (see Exhibit II.H-1).

6. Port Jervis City Reservoirs

The City of Port Jervis is supplied with water from three reservoirs, of which, a small area of Reservoir #1 extends into the City. The other two reservoirs, Reservoir #2 and Reservoir #3 are completely outside the City limits (see Exhibit II.H-2, Port Jervis Reservoirs). Detailed information about each of the City's reservoirs is provided in Section II.I Utilities.

7. New York City Water Supply Reservoirs

New York City has three reservoirs in the Delaware River Basin (Pepacton, Cannonsville and Neversink Reservoirs), which are part of the New York City water supply system. The NYC Department of Environmental Protection (NYC DEP) routinely monitors water quality in the reservoirs and tributary streams and reports generally high water quality.

Additionally NYC DEP, in partnership with watershed communities, has developed and entered into a Watershed Agreement which sets forth programs and funding to address water quality issues.¹⁷ For example, in the City of Port Jervis, NYC DEP owns and operates the municipal waste water treatment plant.

a. Nutrient (Phosphorus) Loadings

Excessive nutrient inputs (particularly phosphorus) to the waters of the Delaware River Basin is a significant issue. Excessive phosphorus levels can result in algal blooms, aquatic weed growth, degraded aesthetics and increased water treatment costs. Municipal discharges, agricultural activity (current and historical) and inadequate septic systems have all been identified as nutrient sources.¹⁸

¹⁶ New York State Water Quality Section 305b Report 2006, www.dec.ny.gov/chemical/23837.html

¹⁷ Ibid.

¹⁸ Ibid.

b. Recreational Waters Impact

Reservoir releases from the New York City water supply reservoirs on the East and West Branches of the Delaware River help alleviate high summer temperatures in the Main Branch. However, conflicting water uses along the river (NYC water supply, drought management) can impact recreational uses along the river. Insufficient reservoir releases can result in reduced flow, which limits habitat and can result in thermal stress for trout and other fish.¹⁹

8. Watersheds

Port Jervis is located in the Neversink-Mongaup Watershed of the Upper Region of the Delaware River. This watershed is located between the Upper Delaware Scenic Recreational River and the Delaware Water Gap National Recreation Area (see Exhibit II.H-3, Delaware River Basin Watersheds).

9. Floodplains

Floodplains are low-lying lands next to rivers and streams. When left in a natural state, floodplains systems store and dissipate flood waters. “Floodplains can be viewed as a type of natural infrastructure that can provide a safety zone between people and the damaging waters of a flood.”²⁰

Floodplains are protected under regulations promulgated by the Federal Emergency Management Agency (FEMA) and local municipalities. According to maps produced by FEMA, several 100-year floodplains (Zones A and AE on the Flood Insurance Rate Map, (FIRM)) exist within the City. These are described as areas of special flood hazards. The largest such area coincides with the Delaware River and the lands located west of West Main Street from the northwestern corporate boundary to the northern side of Grand Street; and lands located west of the Conrail and Metro-North railroad tracks from Grand Street south to the end of King Street where the flood zone follows the rivers path to the southern city boundary. An additional 100-year floodplain includes Cold Brook and the Neversink River along the eastern corporate limits along with portions of the lands located westward for approximately one block. Where the Tri-States Bridge crosses the Neversink River, lands on both sides of the Neversink River are within the 100 year floodplains. This includes parts of: Main Street; North and South Maple Streets; and Patterson Street (see Exhibit II.H-4 Port Jervis FIRM Map).

A 500 year floodplain, described as areas of moderate flood hazards, encompasses the area from the southern side of Canal Street through Wagner Place from the east side of the Conrail/Metro-North tracks westward including all of Franklin Street, most of Ridge Avenue and most of Orchard Street. An additional 500 year floodplain coincides with the western boundary of the 100 flood zone that follows the path of Cold Brook and the

¹⁹ Ibid.

²⁰ Flood Plain Construction Requirements in New York State, New York State Department of Environmental Protection. <http://www.dec.ny.gov/lands/40576.html>. Accessed 12/8/2008.

Physical and Natural Features Including Wetlands

Neversink River. This 500 year flood zone includes the portion of Main Street from Jersey Avenue to the Tri-States Bridge where the 500 year flood zone is found at the outlying areas of the 100 year flood zone

Local communities are required to adopt and enforce at least the FEMA minimum standards for participation in the National Flood Insurance Program. Constructing slightly higher than the FEMA standards is a cost-effective way to mitigate flood damages over the long term.²¹

10. Wetlands

According to New York State Department of Environmental Conservation Freshwater Wetlands Maps (Port Jervis North and Port Jervis South quadrangles) there are no State regulated freshwater wetlands in Port Jervis.²²

11. Floodways

Encroachment on floodplains, such as the development of structures, and placement of fill, reduces flood-carrying capacity, increases flood heights and velocities, and can increase flood hazards in areas beyond the encroachment itself.²³

A floodway is used as a tool to assist communities with floodplain management. The area of the 100-year flood plain is divided into a floodway and floodway fringe. The floodway is the stream channel and adjacent floodplain areas that must be kept free of encroachment so that the 100-year flood can be carried without substantial increases in flood heights. Federal standards limits such increased to one foot, provided that hazardous velocities are not produced (see Exhibit II.H-5, Floodway Schematic).

12. Flood Insurance Study, City of Port Jervis (2002)

In 2002, FEMA issued a Flood Insurance Study (FIS) for the incorporated area of the City of Port Jervis. The purpose of the study was to provide information that could be used both by the City to update floodplain regulations and by planners to promote sound land use and floodplain development.²⁴ This study describes the principal flood problems in the City, and local and regional flood protection measures that have been undertaken. The FIS provides 100-year flood plain data to assist the City pursue adoption of sound floodplain management programs.

²¹ Delaware River Basin Interstate Flood Mitigation Task force Action Agenda, July 2007., p. 20

²² <http://www.dec.ny.gov/ismaps/ERM/images/pixel.gif>. Accessed 7/29/2008.

²³ Federal Emergency Management Agency. "Flood Insurance Study, City of Port Jervis, New York." Revised April 2, 2002. Pg. 11

²⁴ Federal Emergency Management Agency. "Flood Insurance Study, City of Port Jervis, New York." Revised April 2, 2002. Pg. 1-2

The floodway presented by FEMA in its 2002 study extends beyond the corporate limits of Port Jervis, sharing boundaries with Pike County, Pennsylvania and with the Town of Deerpark, New York.²⁵

Encroachment into areas subject to inundation by floodwaters having hazardous velocities aggravates the risk of flood damage and heightens potential flood hazards by further increasing velocities. FEMA recommends that to reduce the risk of property damage in areas where stream velocities are high, the community may wish to restrict development in areas outside the floodway.²⁶

The floodway fringe is the area between the floodway and the 100-year floodplain boundaries. This portion of the floodplain could be obstructed without increasing the water-surface elevation of the 100-year flood by more than one foot at any point (see Exhibit II.H-5, Floodway Schematic).

13. Delaware River Basin Interstate Flood Mitigation Task Force Action Agenda (2007)

The Delaware River Basin Interstate Flood Mitigation Task Force, consisting of 31 members representing government agencies and not-for-profit organizations, was assembled in October 2006. The task force identified 45 consensus recommendations based on six guiding principles concerning floodplain restoration and protection, institutional and individual preparedness, local stormwater management and engineering standards and the use of structural and non-structural measures. The six management areas are:

- Reservoir Operations: Regulation and control of reservoir releases and evaluation of reservoir spill and discharge mitigation programs along with the development of a flood analysis model to evaluate alternative reservoir operating plans.
- Structural and non-structural measures: Assign higher priority and allocate greater funding to the acquisition of property and elevation and/or flood-proofing of structures within the flood plain.
- Stormwater management: Minimize stormwater runoff from new development and reduce runoff from existing development through the implementation of watershed stormwater management plans, long-term maintenance and the use of non-structural stormwater management options, and development of stream restoration and debris removal guidelines.
- Floodplain mapping: Coordination is needed to develop a multi-state seamless floodplain map.
- Floodplain regulation: Catalogue and evaluate current regulations and establish uniform regulations.
- Flood warning: Develop an advanced basinwide flood warning system.²⁷

²⁵ Federal Emergency Management Agency. "Flood Insurance Study, City of Port Jervis, New York." Revised April 2, 2002. Pg. 11

²⁶ Ibid.

²⁷ Delaware River Basin Interstate Flood Mitigation Task force Action Agenda, July 2007.

14. Principal Flood Problems

The Delaware River has a long history of causing flood damage in the City resulting from flood waters and floods combined with ice jams. The Federal Emergency Management Agency (FEMA) reports that during the 1955 flood which is described as having a recurrence interval of approximately 350 years, flooding of the West End and Riverside areas along the Delaware occurred, the underpass for the railroad on Pike Street flooded to a depth of 14 feet and the Neversink River “backed up” from the Delaware. The 1955 flood also overtopped the Tri-States Bridge, which crosses the Neversink River, and flooded the tri-States area.²⁸

Three major floods along the main stem of the Delaware River in September 2004, April 2005 and June 2006 were the worst floods since the flood of 1995.²⁹ The national Weather Service analyzed each of these flood events and found that each was the result of unusually heavy rain and/or snowmelt that occurred during the events and in the days and months preceding the events.³⁰ “While the primary cause of the flooding has been attributed to extreme precipitation...other factors, including, but not limited to, development, stormwater management, floodplain encroachment and reservoir management have been attributed as potential contributing and exacerbating factors.”³¹

Flood problems along the tributaries have also been analyzed. Cold Brook, which is greatly affected by the Neversink, usually causes no flooding problems. Generally, Tributary A causes no flooding problems other than those caused by debris blockages. Tributary B sometimes causes basements to flood in the vicinity of Cross Street and North Orange Street.³²

15. Flood Protection and Mitigation Measures

Regionally, flood control and water supply projects have been constructed in the Delaware River Basin. The projects having the most significant effects on the Delaware River at Port Jervis are:

- Lake Wallenpaupack at Wilsonville, Pennsylvania;
- Pepacton Reservoir near Downsville, New York; and
- Cannonsville Reservoir near Cannonsville, New York.³³

These reservoirs impede flood waters so that downstream discharges are less than what the peak discharge would have been without the reservoir. Locally, there have been no large flood protection projects. Local drainage improvements have been made in the

²⁸ Federal Emergency Management Agency. “Flood Insurance Study, City of Port Jervis, New York.” Revised April 2, 2002. Pg. 4

²⁹ Delaware River Basin Interstate Flood Mitigation Task force Action Agenda, July 2007.

³⁰ Ibid.

³¹ Delaware River Basin Interstate Flood Mitigation Task force Action Agenda, July 2007, p 9.

³² Federal Emergency Management Agency. “Flood Insurance Study, City of Port Jervis, New York.” Revised April 2, 2002. Pg. 4-5

³³ Federal Emergency Management Agency. “Flood Insurance Study, City of Port Jervis, New York.” Revised April 2, 2002. Pg. 5

center of the City. A significant improvement has been the construction of a concrete channel on Tributary A with a culvert on Canal Street.³⁴

The Interstate Flood Mitigation Task Force has concluded that no one set of mitigation measures will eliminate all flooding. The Task Force developed a Flood Mitigation Action Plan with the following guiding principles:

- Preserve and restore floodplains where possible;
- Be prepared for floods;
- Help people protect themselves from flood hazards;
- Prevent adverse impacts and unwise uses in the floodplain;
- Prevent adverse impacts from development and redevelopment; and
- Acknowledge the values of structural flood control measures.³⁵

16. Significant Fish and Wildlife Habitats

The New York State Department of Environmental Conservation, Division of Fish, Wildlife and Marine Resources has identified rare or state-listed animals and plants, significant natural communities, and other significant habitats in and around the City of Port Jervis. These include:

Reptiles: Timber Rattlesnake

Birds: Bald Eagle

Significant Communities: Pitch Pine-Oak-Heath Rocky Summit, Shale Talus Slope Woodland, Chestnut Oak Forest, Floodplain Forest, Hemlock-Northern Hardwood Forest

Dragonflies and Damselflies: Spine-crowned Clubtail, Rapids Clubtail, Green-faced Clubtails, Brook Snaketail

Freshwater Mussels: Brook Floater, Alewife Floater

The Orange County Visitor's guide indicates that fishing in Port Jervis is "good" for Smallmouth Bass, Chain Pickerel and Walleye.³⁶ Other common game fish found in the Delaware River include Rainbow Trout, Brown Trout and American Shad. Brown Trout are also found in the Neversink River.³⁷

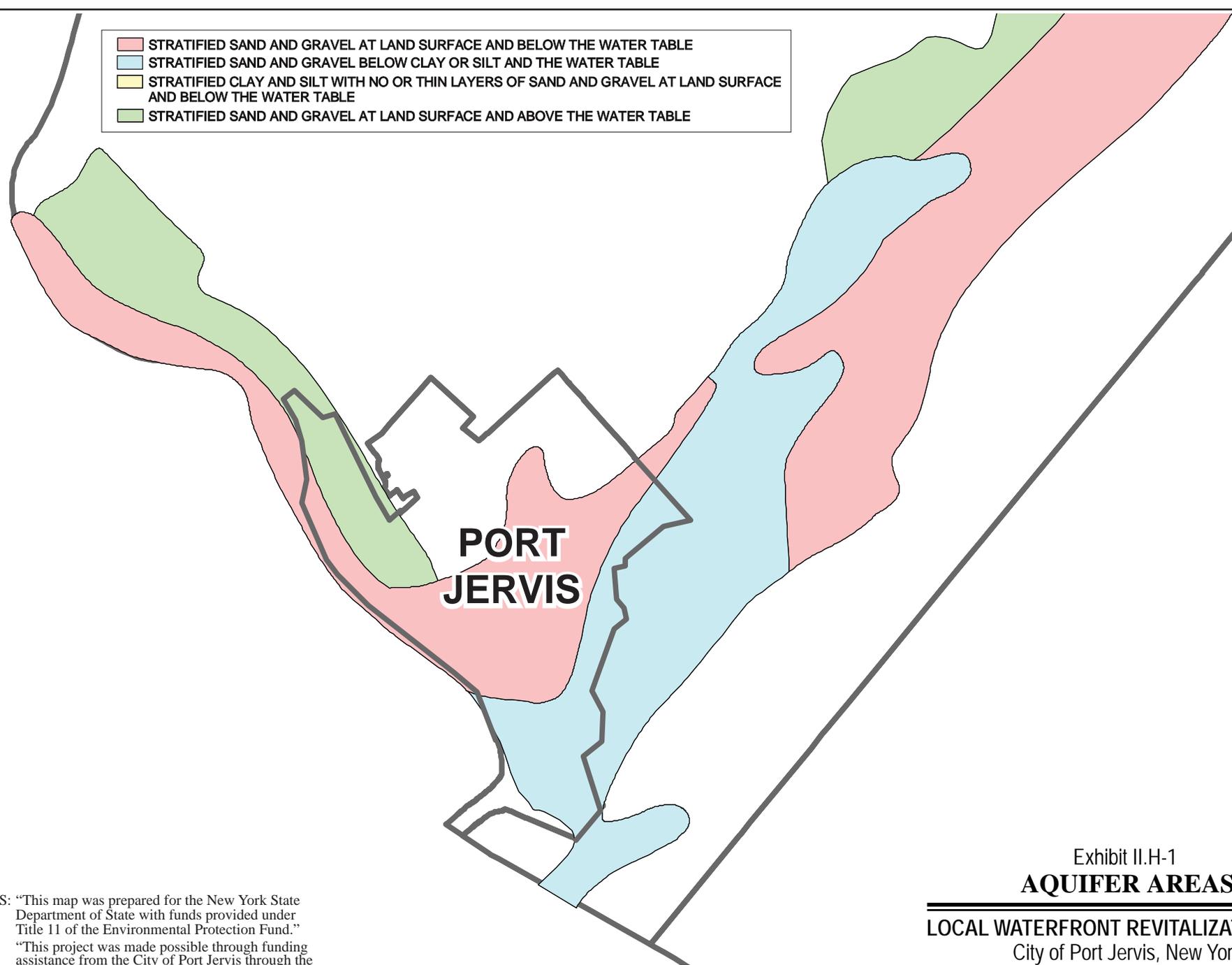
³⁴ Ibid.

³⁵ Delaware River Basin Interstate Flood Mitigation Task force Action Agenda, July 2007

³⁶ The Beauty of Orange County, New York, Visitor's Guide. Orange County Tourism, printed June 2006.

³⁷ *Fish of the Upper Delaware*. http://flyfishthedelaware.com/fish_of_the_upper_delaware_river.htm. Accessed 12/9/2008.

- STRATIFIED SAND AND GRAVEL AT LAND SURFACE AND BELOW THE WATER TABLE
- STRATIFIED SAND AND GRAVEL BELOW CLAY OR SILT AND THE WATER TABLE
- STRATIFIED CLAY AND SILT WITH NO OR THIN LAYERS OF SAND AND GRAVEL AT LAND SURFACE AND BELOW THE WATER TABLE
- STRATIFIED SAND AND GRAVEL AT LAND SURFACE AND ABOVE THE WATER TABLE



**PORT
JERVIS**

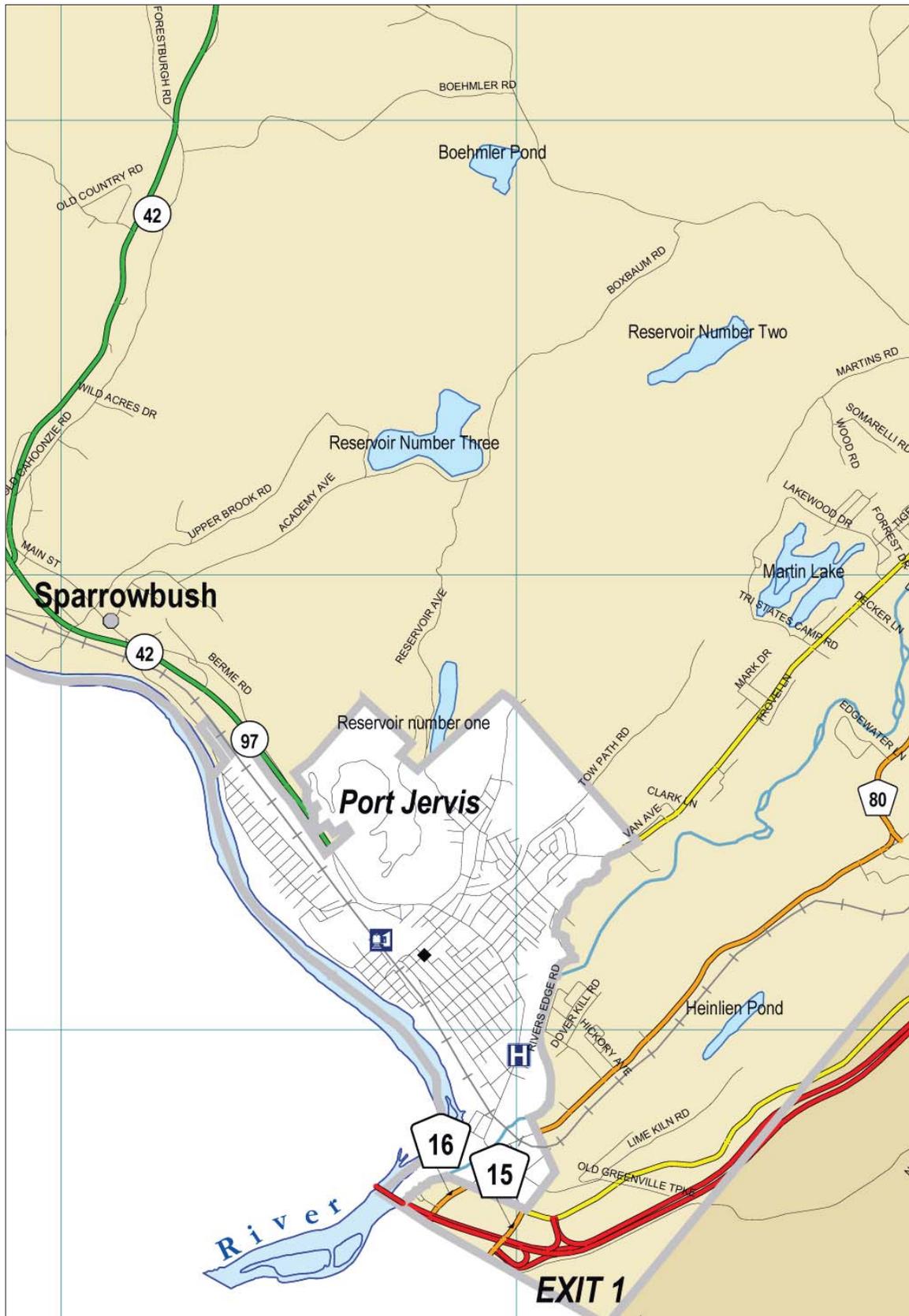
NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

SOURCE: Orange County Water Authority

Exhibit II.H-1
AQUIFER AREAS

LOCAL WATERFRONT REVITALIZATION PLAN
 City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants



NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

SOURCE: Orange County GIS

Exhibit II.H-2
PORT JERVIS RESERVOIRS
LOCAL WATERFRONT REVITALIZATION PLAN
 City of Port Jervis, New York
 Saccardi & Schiff, Inc. - Planning and Development Consultants

- UPPER REGION**
- East-West Branch Watersheds
 - Lackawaxen Watersheds
 - Neversink-Mongaup Watersheds
- CENTRAL REGION**
- Upper Central Watersheds
 - Lower Central Watersheds
 - Lehigh Valley
- LOWER REGION**
- Schuylkill Valley
 - Upper Estuary Watersheds
 - Lower Estuary Watersheds
- BAY REGION**
- Delaware Bay Watersheds

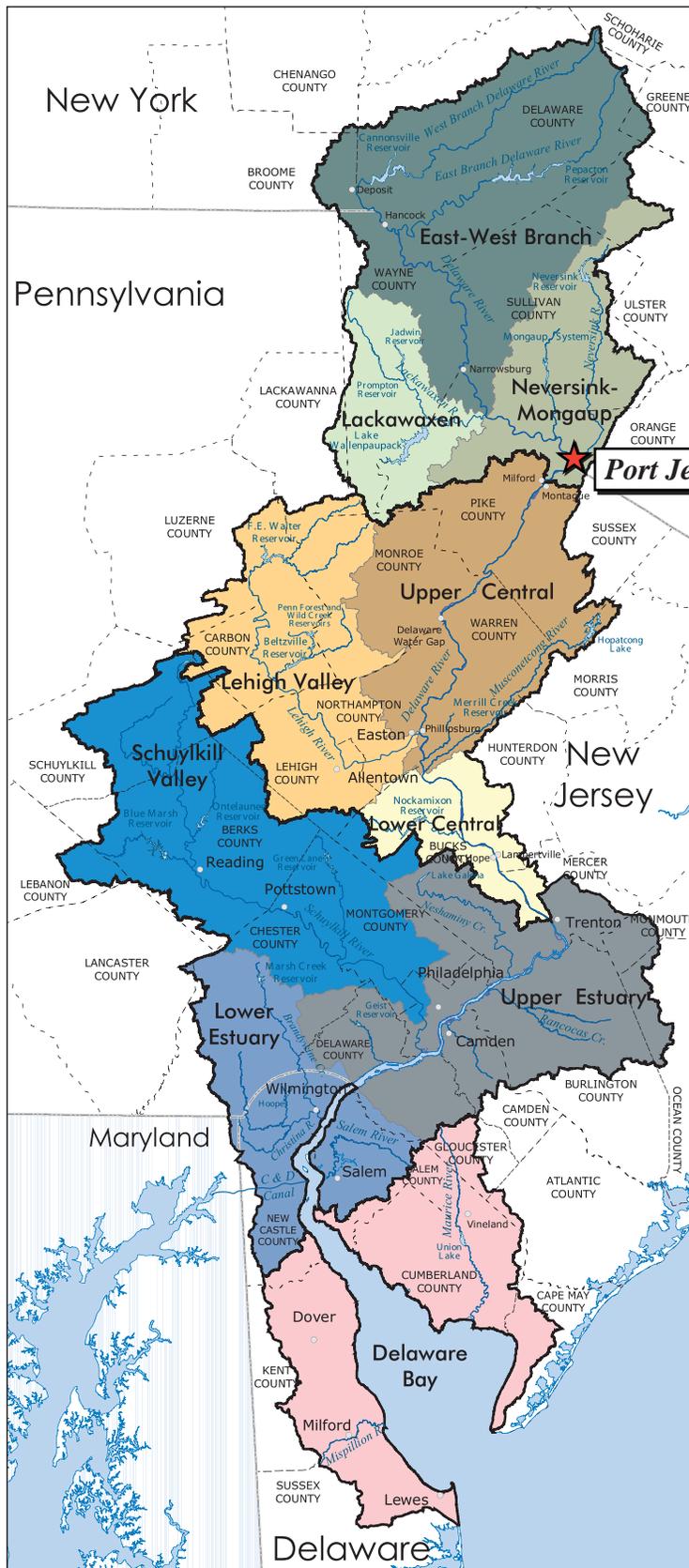


Exhibit II.H-3
**DELAWARE RIVER BASIN
 WATERSHEDS**

LOCAL WATERFRONT REVITALIZATION PLAN
 City of Port Jervis, New York

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."
 SOURCE: Delaware River Basin Commission

Saccardi & Schiff, Inc. - Planning and Development Consultants



Exhibit II.H-4

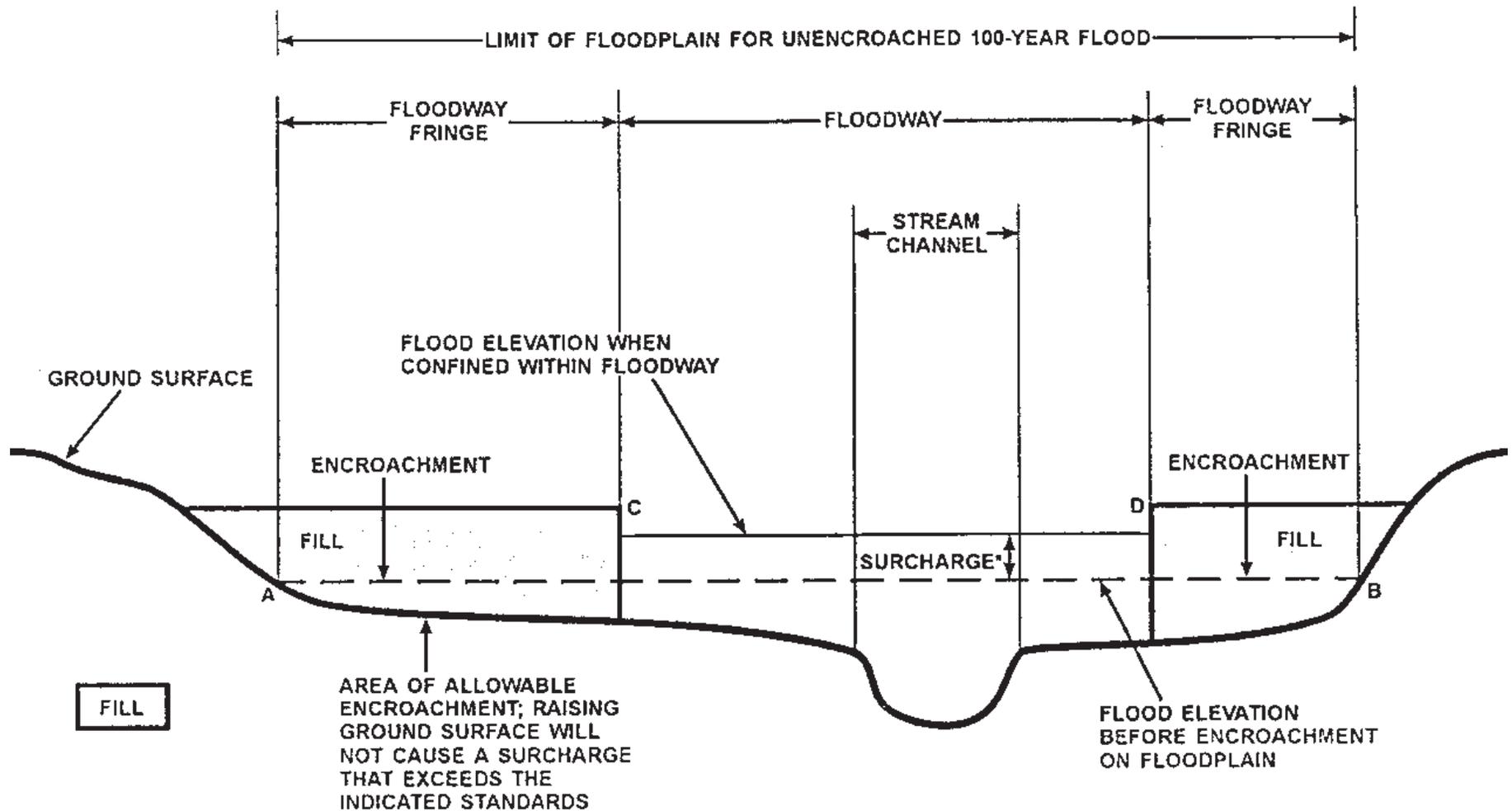
PORT JERVIS FIRM MAP

LOCAL WATERFRONT REVITALIZATION PLAN City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
"This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

SOURCE: FEMA



LINE A - B IS THE FLOOD ELEVATION BEFORE ENCROACHMENT
 LINE C - D IS THE FLOOD ELEVATION AFTER ENCROACHMENT

*SURCHARGE NOT TO EXCEED 1.0 FOOT (FEDERAL EMERGENCY MANAGEMENT AGENCY REQUIREMENT) OR LESSER HEIGHT IF SPECIFIED BY STATE.

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."

SOURCE: FEMA

Exhibit II.H-5
FLOODWAY SCHEMATIC

LOCAL WATERFRONT REVITALIZATION PLAN
 City of Port Jervis, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants

I. Utilities

1. Water

The City's water supply is from three surface water reservoirs, which have a combined capacity of approximately 900 million gallons. The City's water treatment plant has a capacity of 3 million gallons per day (mgd). Current average daily water demand ranges from 0.9 mgd to 2.1 mgd, depending on the time of year.¹ The City recently (approximately 2006) completed a \$10 million water project to address domestic water issues. This project included upgrades to the water plant, approximately one-third of the water mains in the City were replaced, water meters were upgraded and a new pump house was constructed.

a. Port Jervis Reservoir #1 Dam

Port Jervis Reservoir #1 Dam, owned by the City of Port Jervis, is on a tributary of Neversink River in Orange County. Waters from this reservoir are used for drinking water purposes. Port Jervis Reservoir #1 Dam is of earthen construction and drains an area of 1.73 square miles. The reservoir has a surface area of 20 acres and a depth of 20 feet. Its capacity is 550 acre feet and its normal storage is 198 acre feet. Construction of this reservoir was completed in 1869.²

b. Port Jervis Reservoir #2 Dam

Port Jervis Reservoir #2 Dam, located on Gold Creek in Orange County, is of earthen construction and drains an area of 1.74 square miles. Construction of the reservoir, which is used for drinking water purposes, was completed in 1880. Its normal surface area is 35 acres and a depth of 41 feet. Its capacity is 950 acre feet and normal storage is 265 acre feet.³

c. Port Jervis Reservoir #3 Dam

Port Jervis Reservoir #3 Dam, located on a tributary of the Delaware River, is of earthen construction and drains an area of 1.43 square miles. Construction of the reservoir, which is used for drinking water purposes, was completed in 1900. It has a surface area of 71 acres and a depth of 35 feet. Its capacity is 1570 acre feet and normal storage is 1223 acre feet.⁴

2. Sanitary Sewer

Sanitary sewer lines service the entire City of Port Jervis. The City of Port Jervis is responsible for collection and regulation only. The New York City Department of Environmental Protection (NYCDEP) operates the Port Jervis Sewage Treatment Plant,

¹ Lopez, Vince. Director of Public Works, City of Port Jervis, Telephone interview, 9/23/2008.

² http://findlakes.com/port_jervis_reservoir_1_dam_new-york~ny01220.htm. accessed 9/17/2008

³ http://findlakes.com/port_jervis_reservoir_2_dam_new-york~ny00499.htm. Accessed 9/17/2008.

⁴ http://findlakes.com/port_jervis_reservoir_3_dam_new-york~ny00495.htm. Accessed 9/17/2008.

located at 4 Neversink Drive, as part of Consent Order R4-2005-0419-45. The sewage treatment plant, which has a residential service capacity of 7 million gallons per day (mgd) of sanitary sewage, discharges into the Neversink River.⁵ The sewage treatment plant was originally constructed in approximately 1919 and is in fair condition.⁶ In 2006, the permit for this facility was modified to reflect various changes in the operation of the facility and a decrease in surface discharge of five million gallons per day to two and one-half 2.5 million gallons per day of treated sanitary wastewater into the Neversink River.

The New York State Department of State, Division of Local Government awarded the cities of Port Jervis and Middletown a grant in the amount of \$386,400 through the 2007-2008 Shared Municipal Services Incentive Competitive Grant Program to enter into an inter-municipal agreement for the joint acquisition and shared use of capital equipment. The proposed equipment, a combination sewer jet/catch basin cleaner and trailer mounted camera/rover, will enable the cities to monitor, clean, repair and maintain their storm water and sanitary sewer systems.⁷

3. Stormwater

The City's stormwater system discharges directly into the Delaware.⁸ The Delaware River Basin Commission (DRBC) is the regulatory body for water quality standards in the Delaware. Section II.A, Waterfront Location, discusses the water quality standards that have been implemented by the DRBC.

The City's stormwater system includes drainage and pumps to help address instances when the Delaware backflows into the storm drainage system.

4. Flood Mitigation

Earthen dikes constructed by the Army Corps of Engineers in the late 1920s front portions of the Delaware River. These earthen dikes do not extend the full length of the Delaware riverfront. The area where the Delaware and Neversink Rivers intersect is not protected and dikes have not been installed along the Neversink.

5. Electric, Gas, Telephone and Cable

Orange and Rockland Utilities, Inc. (O&R) provides both electricity and natural gas for the City of Port Jervis. Power lines cross at north end of the Route 6/Main Street corridor. Local telephone service is provided by Citizens Telecom. Cable television service is provided by Time Warner Cable and Comcast Cable Company.

⁵ www.dec.ny.gov/enb2007/20070207/Reg3.html. accessed 9/3/2008.

⁶ Lopez, Vince. Director of Public Works, City of Port Jervis, Telephone interview, 9/23/2008.

⁷ www.dos.state.ny.us/pres/pr2008/2007semsiawards42508.html. accessed 9/3/2008.

⁸ Lopez, Vince. Director of Public Works, City of Port Jervis, Telephone interview, 9/23/2008.

6. Garbage Collection and Recycling

The City provides weekly garbage collection and recycling collection for cardboard and paper. City haulers transport solid waste to the Orange County Transfer Station No. 3 located at 86 Tow Path Road in Port Jervis. This transfer station is owned and operated by Orange County. Metals must be taken to Sparrowbush, NY.

Orange County conducts household hazardous waste collection days throughout the year. The dates and locations of the household hazardous waste collection days are available on the County web site <http://www.co.orange.ny.us/org>.

Small quantity generators (farms, schools, governmental agencies and small businesses) may also participate in the household hazardous waste collection days. Small quantity generators are those operations that generate less than 1 kg/month (2.2 pounds) of acute hazardous waste (as defined by 6 NYCRR Part 371), and never store more than this amount on site at any time; and generate less than 100 kg/month (220 pounds) of all other hazardous waste (as defined by 6 NYCRR Part 371), and never store more than 1000 kg/month on site at any time. Farmers may, however, store up to 1000 kg. (2200 pounds) of non-acute hazardous waste pesticides on their farm without losing their conditionally exempt status, provided that these wastes are brought to a household hazardous waste collection program.⁹

7. Emergency Warning Siren

A test of the emergency warning siren is conducted the first Friday of each month at 1:00 p.m. Orange County and the Red Cross have published emergency preparedness and disaster planning guides, which are available at City Hall.

⁹Small Quantity Generator Certification.

<http://www.orangecountygov.com/documentView.asp?sessionID=CAAJFCBBAEIAEJJJIB&docID=5980>.
Accessed 6/4/09.

J. Transportation

Port Jervis, due to its location and waterways, has long been a transportation center in the Tri-States Region.

In the early 19th century, anthracite coal was discovered in northeastern Pennsylvania stimulating construction of the Delaware and Hudson (D & H) Canal as a means of transporting this fuel to cities throughout the northeast. Construction of the canal began in 1825 and was complete in 1828. The D & H, which runs through Port Jervis, spanned 171 miles from Scranton, Pennsylvania to Kingston, New York.

Transportation continued to influence development of the Port Jervis area with construction of the Erie Railroad in 1848. The D & H Canal and the railroad coexisted for several years until the canal fell into disuse and was closed by the end of the 19th century. Port Jervis remained an important rail center until after World War II when trucks displaced the railroad as the major means of transporting goods. With the construction of Interstate Route 84 (I-84), the City entered a new era as a transportation center.

1. Highways and Roads

Port Jervis is located at exit 1 from I-84, which links I-87 in New York to I-81 in Pennsylvania. The existing highway system linked throughout the northeast allows convenient access from Port Jervis to the south and west as well as to New England and the New York-New Jersey Metropolitan area.

Because Port Jervis is located at the juncture of New York, Pennsylvania and New Jersey just off I-84, the City serves as a gateway to Orange County. Main Street acts as the primary through route between the Tri-States area in southeast Port Jervis to Route 97 in the northwest portion of the City.

Route 6 crosses the Delaware River in Port Jervis providing direct vehicle access to Matamoras and Pike County, Pennsylvania. The I-84 bridge crosses both the Delaware and Neversink Rivers in the southern end of the city. Exhibit II.J-1, Major Roads in Port Jervis, depicts the major roads in the City.

The City of Port Jervis Downtown Strategic Plan contains an extensive inventory and analysis of road and sidewalk conditions in the downtown area. This inventory and analysis is accompanied by recommendations for street and intersection improvements.

2. Rail

A rail line owned by CSX runs through the City. This rail line is used for both passenger and freight rail. A rail underpass along Pike Street, and over pass on West Main Street and a currently closed at-grade crossing at the south end of Fowler Street are the three rail crossing in the City.

Transportation

a. Metro-North

Commuter rail service to points east and south is provided by NJ Transit on behalf Metro-North. The Port Jervis train station is located behind the Burger King restaurant on MacArthur Circle. This station is accompanied by a park and ride lot. The station does not appear to be ADA accessible. Penn Station in New York City can be accessed via a transfer at Secaucus Junction. Direct service is provided to Hoboken, NJ, which allows for connections to New York City via: 1) the PATH (Port Authority Trans-Hudson Service); 2) NJ Transit #126 Bus, which provides service to the Port Authority; 3) the NY Waterway Ferry which operates between Hoboken and lower Manhattan. The trip to/from Port Jervis to/from Hoboken takes approximately two hours to two and a quarter hours.

Ridership on the Port Jervis Line Trains jumped 5 percent in the first three months of 2008, to over 5,800 weekday customers. In June 2008, additional cars were added to three AM peak and three PM peak trains to provide additional customer seating. The cars were added in response to increased ridership and in response to customer comments, surveys and focus groups.¹ Morning trains to Hoboken and Penn Station (via transfer) start at 3:54 am, and run in-bound (towards New York City) at intervals varying from as close as approximately 12 minutes to more than an hour between trains outside of peak hours. During the work week, seven trains leave Port Jervis between 3:54 am and 6:55 am. Afternoon peak trains running to Port Jervis from Hoboken leave approximately every half hour, with the last express train leaving Hoboken at 7:57 pm. Weekend and holiday service is less frequent.

During recent focus group sessions, some riders identified a need for additional late-night express trains from Hoboken. Metro-North has indicated that it would look into a short-term serviced increase to Cambell Hall in Orange County after 7:57 by creating a train with limited local service and few stops in New Jersey.²

Effective March 1, 2008, one-way fares between Port Jervis and Hoboken are \$14.75 and the off-peak round trip fare is \$22.25 for the 95.1 mile trip. Monthly passes cost \$288.00.³

b. Freight Lines

Freight lines operated by CSX Transportation/Norfolk-Southern are also active. Conrail acts as a terminal and switching agent, providing rail services for local customers.⁴ Industrial lands along the rail tracks benefit from the rail sidings which enhance the ability of local business to move goods and material via freight rail service. Norfolk-Southern has approximately ten freight trains per week that carry cargo along the Erie-Lackawanna rail line through Port Jervis to markets west, southeast and north of the city.

¹ www.mta.info. Accessed 8/4/2008

² "Riders tell Metro-North: Port Jervis Line stinks," [LoHud.com](http://lohud.com).
<http://lohud.com/apps.pbcsc.dll/article?AID=20080720/NEWS/03/8...> Accessed 7/23/2008

³ Ibid.

⁴ <http://www.conrail.com/freight.htm>

3. Bus

The Orange County Dial-A-Bus is an open-to-the-public, demand responsive bus services, available to/from selected trains originating in the City of Port Jervis, and surrounding towns include Wallkill, New Windsor-Cornwall, and Monroe. Advance reservations are required.⁵ The City does not have a dedicated bus for senior citizens.

4. Bicycle/Pedestrian

Sidewalks are located throughout the City of Port Jervis, however, as noted in the Downtown Strategic Plan, many sidewalks are in disrepair, show signs of structural damage and are not ADA compliant.⁶ Additionally, the Downtown Strategic Plan observes, "...the pedestrian aspect of the transportation infrastructure within downtown...has been neglected...."⁷ The only approved pedestrian connection linking downtown Port Jervis to the south side of the rail tracks is provided on MacArthur Drive⁸, which utilizes the underpass. Informal pedestrian crossing or the rail track crossings at the closed at-grade crossing located at the southern end of Fowler Street and elsewhere along the tracks occur with frequency.

Riverfront walking trails exist for pedestrian use, but are not linked with one another. Limited parking areas at Riverside Park and West End Beach accommodate persons driving to the heads of the walking trails.

There are not dedicated bicycle accommodations within the City.⁹ Within Orange County, Routes 6, 17M and 207 are bike routes and part of the New York State Bike Route 17. Routes 6 and 209 are partially located in the City of Port Jervis. The State of New York has designated Routes 9W and 209 as future bike routes and, in 2008, Orange County installed bike route signs along Route 209. The 2007 Orange County Long Range Transportation Plan states:

This designation requires that whenever work is scheduled for the road, one of the following types of bicycle facility upgrades must be provided: wide shoulders (6 to 8 ft., 4 ft. minimum), 14 foot wide curb outside lanes, four-to-five foot bike lanes, off-road bike paths, or bicycle facilities along an alternate route. Bridges are included in this requirement.¹⁰

The Port Jervis Line, operated by NJ Transit on behalf of Metro-North Rail Road, permits bicycles to be brought on board during non-peak periods and on weekends. Folding bicycles may be carried onto the trains at all times.¹¹

⁵ Port Jervis & Pascack Valley Lines, schedule effective August 3, 2008. www.mta.info. Accessed 8/4/2008.

⁶ Laberge Group, City of Port Jervis Downtown Strategic Plan, 2003. P. II-05-12.

⁷ Ibid.

⁸ Ibid.

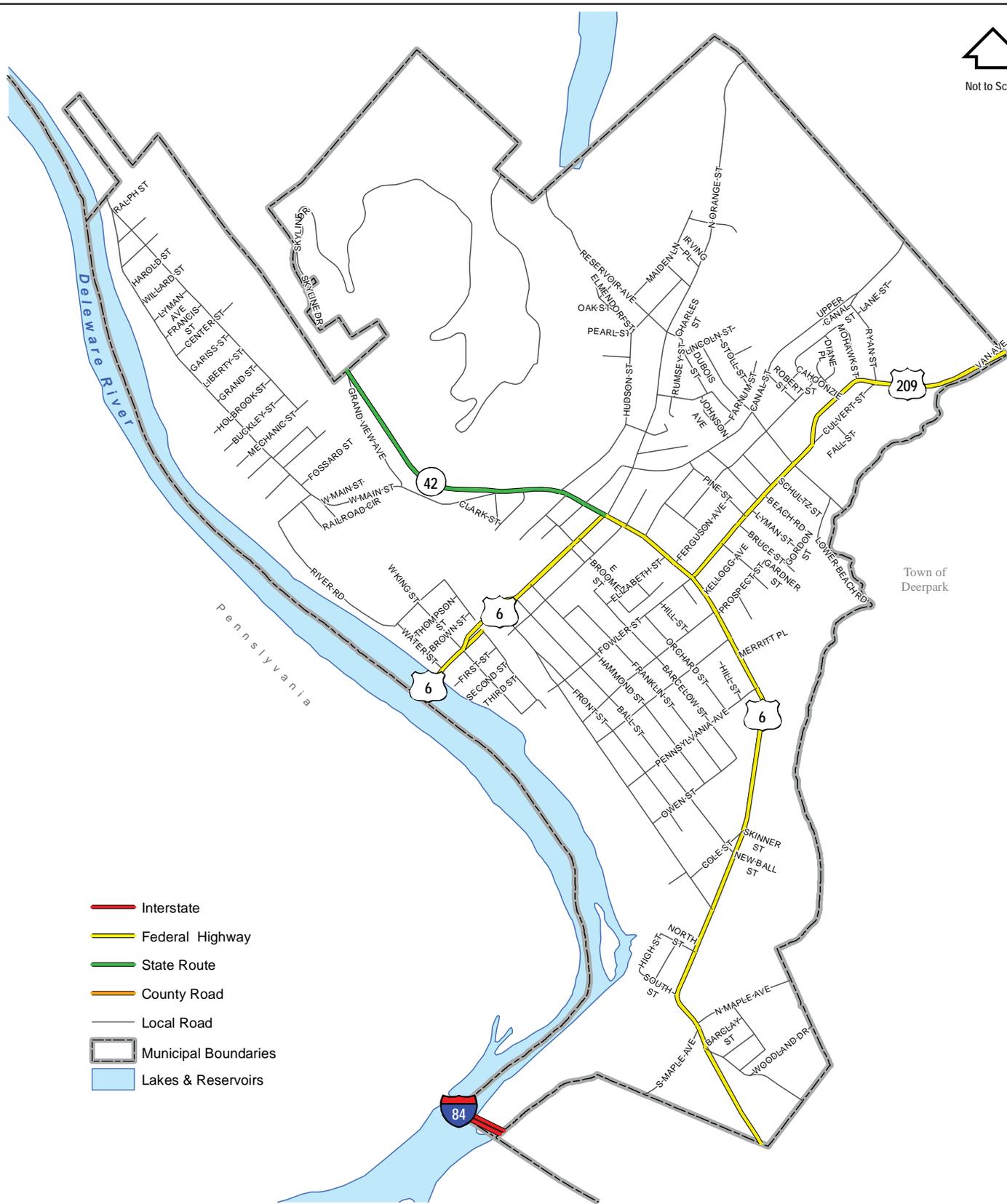
⁹ Ibid.

¹⁰ Long Range Transportation Plan Update, Orange County Transportation Council, Approved 11/27/2007, p. 54.

¹¹ Ibid.



Not to Scale



- Interstate
- Federal Highway
- State Route
- County Road
- Local Road
- Municipal Boundaries
- Lakes & Reservoirs

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."
 SOURCE: Orange County GIS

Exhibit II.J-1
MAJOR ROADS IN PORT JERVIS
 LOCAL WATERFRONT REVITALIZATION PROGRAM
 City of Port Jervis, New York
 Saccardi & Schiff, Inc. - Planning and Development Consultants

III. ISSUES, OPPORTUNITIES AND VISION

III. ISSUES, OPPORTUNITIES AND VISION

A. Issues and Opportunities

Based on the detailed inventory and analysis of economic and physical attributes of the waterfront revitalization area (the entire City of Port Jervis), a number of issues and opportunities have been identified which should be considered as the foundation for the community vision for redevelopment of the Delaware waterfront, specifically as it is related to better connecting the waterfront to the downtown area and promoting tourism as an economic generator in the City.

1. Waterfront Location

a. Issues

Port Jervis fronts on the Delaware and Neversink Rivers. The City owns two parks along the Delaware River – West End Beach (approximately 6.1 acres, plus an approximate 1.6 acre adjacent parcel) and Riverside Park (approximately 20 acres, plus the City owns an adjacent undeveloped 20.6± acre parcel). Land along the Neversink River is generally privately owned and developed, though the City owns a small parcel near the intersection of East Main Street and Maple Avenue. There is no known public access to the Neversink River within the City limits. There is a perception that residents have historically viewed the rivers as negative attributes, due to flooding and ice jams. River access and views are limited, further limiting positive interaction opportunities between residents and visitors with waterfront resources.

The Delaware River to the north and south of Port Jervis is protected by the National Parks Service. In Port Jervis, however, the river is not under National Parks Service protection. This allows water uses in Port Jervis that are not permitted north and south. For example, jet skis are permitted in the Delaware River in the Port Jervis area, while they are not permitted in National Park Service controlled segments of the river.

Port Jervis' location at exit 1 on I-84, and at the southern gateway of the Upper Delaware Scenic Byway results in traffic passing through the City for other destinations. Residents estimate that 80 percent of traffic from the scenic by-way travels through Port Jervis. The City recognizes that it does not capture the potential economic resources that could be spent by travelers in the City.

b. Opportunities

City leaders, residents, business owners and other stakeholders have identified the Delaware River as providing a redevelopment specifically as it is related to better connecting the waterfront to the downtown area and promoting tourism as an economic generator in the City.

(1) Hospitality

The City's location creates opportunities to further develop hospitality uses within the City to lodge tourists, which would help develop a recreation destination that could benefit local retail shops, restaurants and other businesses. Specific hospitality opportunities potentially include:

- Encourage use of existing zoning that permits bed and breakfast establishments (see Land Use and Zoning for additional details).
- Consider development of camping opportunities within Riverside Park and reconsider use of camp facilities in Elks-Brox Park, also investigate opportunities for hotel or spa development in Elks-Brox Park (see Parks and Recreation for additional details).
- Consider potential hospitality opportunities on City-owned lands (not designated as parkland) adjacent to Riverside Park.
- Should lands along King Street, at the entrance to Riverside Park, become available, investigate opportunity for reuse.
- Should the Flo Jean site become available, reuse of the site for a conference center should be explored. (See Section 4. Vacant, Underutilized, Abandoned or Deteriorated Site for additional details).

(2) Marketing

Stakeholders identified marketing opportunities that could be pursued by the City and others to capture both existing pass-through traffic and potential tourists from New York City (and presumably Hoboken and nearby areas of New Jersey) who could travel to Port Jervis via train. Suggestions include:

- Developing a "booster book" for the City to highlight merchants, events and attractions.
- Build upon recognition that the City has already received, including the 10 Coolest Small Towns designation (see the Appendix) and the Nature Conservancy recognition of the Neversink as one of the 75 Last Great Places United States, Latin America and the Pacific. These recognitions should be included in branding and marketing efforts,
- Consider signage along I-84 or at the off ramp;
- Identify other topics of recognition that could be built upon, aimed at target markets (e.g., bird watchers, fishermen, etc.);
- Encourage submission of articles to target market magazines such as Bird Watcher's Digest Magazine, Classic Trains Magazine, appropriate fishing magazines and other periodicals that may reach target markets.
- Merchants should be encouraged to make brochures for area attractions and "booster books" available to patrons.
- Work with the local Chamber of Commerce and Orange County Tourism Board to identify opportunities to complement and enhance marketing efforts of private businesses in a collaborative manner could benefit the community and the region (e.g., assist merchants develop joint discount offers that encourage tourists to use more than one local business, such as

a lodging discount with a receipt from a restaurant and/or a restaurant discount with a lodging receipt).

- Use a community bulletin board or kiosk in coordination with local chamber for advertising community events.
- Consider developing a regional attractions map and place a copy on the City's web page.
- Explore opportunities to have are attractions included on the maps of GPS navigation systems.
- Place marketing materials at the Metro-North rail station.
- Enhance the visitor center at the southeast gateway to the City.
- Install an information kiosk at that overlook pavilion on the Rt. 97 Scenic-By-Way.

(3) Creative Economy and Heritage Tourism

There are opportunities to develop a water-enhanced “creative economy” – arts, culture, crafts and water-enhanced heritage tourism – utilizing the heritage trail as an asset to build upon. Specific ideas include:

- Focus on activities for specific demographic markets such as kids, families and the elderly to develop and promote activities and access (transportation) needs.
- Highlight and build on the history of the region:
 - Tell the story of the Delaware River – flooding and more.
 - Use Minisink Valley Historical Society resources and build upon on-going events.
 - Consider “come back to visit” invitations to remote members of the Historical Society and other civic associations (former residents continue to show an interest in the region through membership in civic associations).
 - Develop logical connection to the approximately 15,000 acres of state parkland within the tri-state area.
 - Utilize the City's railroad history as a revitalization tool, including identifying the round table and developing historic train and steam train excursions, especially in the autumn.
 - Link Port Jervis to Eagle Fest and other local events along the Upper Delaware Scenic By-way by advertising Port Jervis hotels and bed-and-breakfast establishments and restaurants in event materials.



On-line Resource: www.culturalheritagetourism.org

A web site managed by the Heritage Tourism Program of the National Trust for Historic Preservation.

Includes “how to” resources and success stories

2. Demographics

a. Issues

Population and housing stock generally remained static from 1990 to 2000. Median housing values and incomes remained below national averages.

b. Opportunities

Port Jervis has been seen as an affordable community for people priced out of the New York metropolitan real estate market for both residential dwellings and commercial structures.

- Include affordability in economic development marketing efforts.

3. Land Use and Zoning

a. Issues

(1) Delaware Waterfront

Certain City-owned parcels, Riverfront Park and West End Beach, along the Delaware River waterfront have been developed for recreational uses. The City owns additional waterfront lands that have not yet been developed. These City-owned lands are zoned Medium Density Residence (R-2).

The R-2 district permits one-family and two-family detached dwellings and places of worship. Public recreation, however, is not a permitted use, conditional use or accessory use in either the R-1 or R-2 district. Parks and public green spaces are a permitted use in the CBD only.

The zoning code does not appear to make specific provisions for waterfront recreation or water dependent uses. Other City-owned parks also appear to be located in residential districts which do not specifically permit parks.

Zoning along the Delaware waterfront west of West End Beach is Low Density Residence (R-1), which is generally consistent with the residential uses in the area.

Zoning along both sides of Pike Street is Service Commercial (SC). Land uses in the Service Commercial area include the former Flo-Jean restaurant property and an ice cream shop. This area is identified as a gateway to the City and an area subject to change due to the underutilized status of the former Flo Jean Restaurant.

(2) Central Business District

Within the Central Business District (CBD) multi-storied structures are permitted and an owner or caretaker apartment and multifamily residential apartments are permitted accessory uses. The Table of Use Requirements references the Multiple Dwellings regulations for the development of accessory dwelling units in the CBD. The Multiple Dwellings requirements include site planning standards including open space, distance between buildings and lot area requirements for dwelling units.

The Multiple Dwellings requirements seem to apply to multi-family housing developments more so than to the conversion of the upper stories of a downtown building to residences. Specifically, the open space and distance between buildings standards may impede residential development, which is desirable for a mixed-use downtown.

In addition to the Table of Use Regulations and the reference Multiple Dwelling Guidelines, Zoning Code §535-62, the stated policy relative to the Central Business and Service Commercial Districts, sets forth a policy for the CBD and SC to achieve higher density uses and beneficial interrelationship between the business community and customers, provide an ample supply of decent housing, to achieve a reasonable pedestrian scale, to provide adequate parking and to generate a sufficient tax base. This policy encourages multi-story multi-use structures and accessory residential uses and provides a guide for the Planning Boards when considering such uses.

b. Opportunities

(1) Waterfront

- The City could consider amending the R-2 zoning district (as well as other appropriate zoning districts) to permit parks, recreation and public green spaces. A full review of park locations throughout the City and underlying zoning would be appropriate. A review of the definition of the word “recreation” is also warranted.
- There is an opportunity to review the SC zoning and make necessary amendments to accommodate potential desired future uses, such as permitting conference centers, which are currently not defined, nor specifically permitted in the City’s Zoning Code.

(2) Central Business District

- The City may wish to consider a revision to the Zoning Code with respect to the regulations governing upper story residences in the CBD and SCD in order to better guide future development of such uses.

Issues and Opportunities

- Specifically, the Multiple Dwellings requirements prohibit condominium ownership, provide for site planning standards and density regulations. These regulations, such as open space and distance between buildings requirements may discourage use or upper stories for residences if multiple variances would be required. Condominium ownership may be desirable in some instances; the City may want to review the prohibition.
 - The Planning Board policy relative to the CBD and SCD provides guidelines rather than regulations. Development of specific regulations could help the City better guide future development in the CBD and SCD.
 - The City should consider implementing zoning amendments or developing overlay zones that permit artist uses and live/work artist space to promote restoration and revitalization in specific areas (in the central business district or elsewhere in the City).
 - Such zoning could complement potential future public art space that may be contemplated in Riverside Park, or along other parkland and could create niche retail within the Central Business District – thereby further linking downtown uses to the waterfront.
 - The turntable/roundhouse site is an identified Brownfield Redevelopment property. The City currently leases a portion of the property for private storage of historic railcars and engines. Availability of funding for site clean-up will provide an opportunity for reuse of the site. Suggested uses included a rail history use, sight seeing excursions on historic trains and other heritage tourism related uses.
4. Vacant, Underutilized, Abandoned or Deteriorated Sites

a. Issues

Stakeholders and City officials identified several vacant, underutilized, abandoned or deteriorated sites, including:

(1) City-owned lands

The City owns approximately 20.6 undeveloped acres adjacent to Riverside Park. It is the understanding of City leaders that this land is not currently dedicated park land. If this land were restricted to parks and recreation use through an agreement with the New York State Office of Parks, Recreation and Historic Preservation, an alienation agreement with New York State would be required should the City wish to sell, lease, or discontinue use of these lands (or any

municipal parkland) as parkland,. The requirements for parkland alienation vary depending upon whether State dollars have been invested in the municipal park.¹

The City should review all documents related to the acquisition of the lands adjacent to Riverside Park prior to moving forward with any plans for future use of these lands or adjacent currently dedicated City parklands. The City could also seek to alienate existing parkland for other uses.

Portions of the City-owned riverfront lands are located within the banks of the Delaware River. The Delaware River is of such quality classification (high quality waters) that it falls under the State's Protection of Waters regulations. Coordination with the New York State Department of Environmental Conservation would be required for any improvements within in the bed or banks of the River. Any future improvements should be designed to preclude potential flood damage and ice damage to the greatest extent possible. The Delaware River Basin Commission should also be contacted to determine if review from this body is required.

Elks-Brox Park is owned and maintained by the City. No programming occurs in the park, active use of the park would be an expense to the City. Camping sites and a comfort station were developed in this park and remain, though the condition of the improvements is unknown. The park offers river and valley views.

Port Jervis Turntable and former Roundhouse property is identified as a Brownfield Redevelopment property. The City will rely on State funding to permit clean-up of this site which is needed prior to any reuse.

(2) Privately owned lands

The Toll House/former Flo Jean Restaurant is located at the gateway from Pennsylvania and along the City's Delaware River Heritage Trail. This is a historic location in the City has river views and is located in a service commercial district. As stated in the zoning and land use section, current zoning may impact reuse of the site.

The Trovei Property on King Street, which frames the entrance to Riverside Park, is used for trailer storage. This active industrial site is located in a residential zoning district. The property would need to be assessed for contamination prior to any future reuse should the site become available.

¹ Radar, Ron. NYS Office of Parks, Recreation and Historic Preservations, Palisades Region. Telephone Interview, 10/30/2008.

b. Opportunities

(1) City-owned lands

- Portions of the undeveloped City-owned lands adjacent to Riverside Park appear to be uplands. There may be opportunities for improvements in these areas, including:
 - Investigate the feasibility of developing a walking trail link, adjacent to the railroad accessway, from the North Street boundary to the developed areas of Riverside Park and the existing trail segment in the park.
 - Investigate the feasibility of developing an access road and parking area for kayakers and other boaters. Such a road would provide public water access. Development of such an access road would necessitate signage indicating that it is not a through road (motorists may try to use such a road to by-pass the downtown business district).
- Stakeholders identified an opportunity for the City to explore expanded use of Elks-Brox Park through lease and operations agreements with private operators.
- The City's downtown study identified an opportunity to develop the Roundhouse property as a tourism center, including an information center and a hospitality use. Should this development occur, a linkage to the Delaware River Heritage Trail and D&H Canal Trail should be provided.
- The City has leased a portion of the Port Jervis Turntable and former Roundhouse property to a private individual for storage of historic rail cars.
 - Continue to build on the City's rail history at this location.
 - Investigate reintroducing steam train excursions, to be operated by a private entity, which could be seasonal for fall leaf viewing, or year round.

(2) Privately owned lands

- The Toll House/former Flo Jean Restaurant: Should this property become available for reuse, a water-dependent or water-enhanced use should be encouraged to take advantage of the riverfront gateway location.
 - Consider potential future uses including a conference center facility.
- The Trovei Property on King Street: Should this property become available for reuse in the future, a use that complements the City park use should be encouraged.
 - Potential opportunity to expand Riverside Park.

- Potential location for a hospitality use.

5. Water Dependent and Water Enhanced Uses

a. Issues

There are few water-dependent uses in the City. Field investigations and stakeholder outreach have identified two public water-dependent uses - West End Beach and the New York City Department of Environmental Protection: Port Jervis Sewage treatment Plant, and one private water-dependent use - Silver Canoe Raft Rentals.

Public water-enhanced include parks, trails and the middle school. Private water-enhanced uses include residential and commercial properties that back to the rivers, the hospital and riverside cemeteries.

b. Opportunities

Through revitalization, the City has the opportunity to promote public water-dependent recreation uses along the Delaware. Suggestions provided by stakeholders include:

- Development of a whitewater kayak park, which is envisioned as using a portion of the river and would allow other traffic to continue, such a park would capture kayakers who currently drive through Port Jervis to reach destinations up the Delaware River. A viewing area and improved trails within Riverside Park would complement the water-dependent use. Whitewater parks potentially create additional fish habitats and attract fishermen. Such a whitewater kayak park in the Delaware River potentially may not be impacted by flooding and ice, as they would move over the top of the improvements.
 - Development of a whitewater kayak park would require consultation with the New York State Department of Environmental Conservation and the Army Corps of Engineers and the Delaware River Basin Commission. Further studies would be needed with respect to potential site specific impacts, including impacts on habitats.
 - Consideration should be given to use of an overflow channel for the whitewater park, as well as looking at the body of the Delaware River.
- There are three paper streets Holebrook, Buckley and Mechanic, that could provide public right-of way access to the river west of West End Beach.
- Private recreation water-dependent and water-enhanced uses may also be appropriate. Stakeholders identified the fact that Port Jervis does not permit commercial canoe/raft/kayak sites along the Delaware and does not

have related, water-enhanced amenities that may be attractive to private boaters.

- Investigate opportunities for public private partnerships, including operation of the existing snack stand in Riverside Park.
 - Explore seasonal restaurant opportunities, such as riverside or floating restaurants (it was noted that riverfront restaurants have seasonal dynamics, particularly in the cold weather months).
- Use the existing Delaware Heritage Trail as the basis to develop a trail or path system for walking/biking that links residential and commercial areas to the waterfront. Destinations and kiosks along trails, with a focus on the City's historic assets, and a link to the farmers market are recommended. Connections to the regional trail system need to be evaluated and enhanced where practicable, including connections to the Appalachian Trail and trails in Deerpark. Linking the Delaware River Heritage Trail to other regional trails may allow the City to benefit from the marketing efforts of the New York – New Jersey Trails Conference and others and may enhance opportunities to promote use of the rail to access the region for hiking and other opportunities should be promoted.

Case Studies



Trinity Trails Wayfinding System (Forth Worth, TX)

The natural topography makes the Trinity River Trail in the heart of Forth Worth nearly invisible – many people pass through the vicinity unaware of the park. As part of a master planning effort, a wayfinding signage system was developed to link downtown and outlying neighborhoods to the existing system of parks and trails.



Little Sugar Creek Greenway, Charlotte, NC

Visibility of the Little Sugar Creek Greenway, which goes into the heart of the business and commercial district, is an issue. The greenway is intended to link several neighborhoods and provide an alternative mode of transportation, recreation, cultural and historic amenities and opportunities for economic development. A master sign package will incorporate signs for each portion of the greenway, including entrances, historical markers, directional signs, regulatory notices, mile markers and more.

(Source: [www.planning.org/cityparks/casestudies/trinity trails.htm](http://www.planning.org/cityparks/casestudies/trinity%20trails.htm); www.planning.org/cityparks/casestudies/charlotte.htm. Accessed 12/1/2008, and the Little Sugar Creek Master Plan, sign design by Design/Joe Sonderman)

6. Waterfront/Riverfront Access

a. Issues

Railroad Tracks: Riverfront access is impeded by the railroad tracks and limited formal trails and access points. An at grade rail crossing is currently closed at the intersection of Fowler Street and Fourth Street. This results in one access point to Riverside Park – which is via King Street. A pedestrian, or bicyclist, would be required to utilize the underpass on Pike Street, cross the intersection where traffic enters the City from Matamoras and walk or bicycle along King Street to the park entrance. Residents have been observed crossing the tracks (some with bicycles) in the area of Fowler and Fourth Street in order to access Riverside Park from the downtown. This is a dangerous practice. It is unlikely that tourists and other visitors to the City would as easily cross the railroad tracks at an unsignalized crossing – thereby limiting pedestrian access to the waterfront.

The trail tracks are owned by CSX, however, Norfolk-Southern operates the freight rail service through Port Jervis. The freight line is shared with passenger rail service which is operated by NJ Transit on behalf of Metro-North. This complex ownership and use of the rail lines has historically impacted relations between the City and the “railroad.”

Trails and Structures: Flooding and ice have caused damage to trails, a fishing pier and docks in the past. Informal trails, however, lead from the ball field area of Riverside Park to the waterfront. Stakeholders have indicated that there is limited knowledge about public access points to the Delaware River.

Transportation and Parking: It is recognized that not everyone can walk or bicycle. Parking at West End Beach, the adjacent walking trail and baseball fields across the street is very limited. Riverside Park has a more adequate parking situation. In addition to limited parking spaces, young people (e.g., young teens), the elderly, visitors who arrive by train and others may not have access to a car and/or may not drive. Local public transportation is limited to dial-a-ride service which requires advance reservations and is not conducive to a recreation trips.

b. Opportunities

- **Railroad Tracks:** During the planning process, Saccardi & Schiff, Inc., on behalf of the City, began outreach to the railroad (Metro-North) in an effort to assess the potential to re-open and properly signalize the at-grade crossing at Fowler Street. Efforts should be made to modernized and re-open this at-grade crossing. This should be a priority item.
- **Trails and Structures:** Informal trails can be found throughout Riverside Park, opportunities exist to improve use of these trails to encourage public water access
- **Transportation and Parking:** Opportunities identified during the planning process to improve transportation to the waterfront include:

Issues and Opportunities

- Develop a city “trolley” to provide bus service to the train station, downtown and waterfront. Kingston, New York’s trolley bus is an example that that City could follow. Kingston’s trolley bus is seasonal, with a set route.
- Permit and encourage “rickshaws.”
- Develop a “Yellow Bike” system – such a system depends on donated bicycles, volunteer maintenance of the bicycles and drop off and pick up points for free community bicycle use. The bicycles are painted a bright color to identify them as part of the community bike fleet. See the Appendix for additional information.
- Provide appropriate, modern, bicycle stations in parks and the downtown. Possibly local merchants could sponsor a bicycle station.
- Promote bicycle use in the City, investigate and implement the bicycle friendly community program and other programs that promote bicycle use.



On-line Resource: <http://www.bikeleague.org/index.php>
League of American Bicyclists.
Annually recognizes bicycle friendly communities and businesses.

7. Parks and Recreation

a. Issues

Stakeholders and field investigations identified a number of issues that potentially impact use and reuse of City-owned waterfront resources as identified below.

As previously identified, West End Beach and Elks-Brox Park both appear to be underutilized. Waterfront recreation resources, Riverside Park and West End Beach, are not easily accessible from the downtown and other areas of the City north of the railroad tracks. Access to Riverside Park through the residential neighborhood along King Street should be evaluated for necessary sidewalk and streetscape improvements.

West End Beach itself does not appear to be fully ADA compliant, this should be further studied. Grade changes result in a steep access drive and walkway. There is a parking area for vehicles at the beach level. The comfort station, however, is at the higher grade. Use and enjoyment of this park by disabled persons without private vehicles may be impacted.

Within the parks, signage for park trails and to riverfront access for fishing is limited, but needed because the flood control dikes impede river views. The overgrown nature of the riverfront further limits use and access.

Livery water users (i.e. rafters, canoeist and kayakers) get out north of Port Jervis, due to prohibition in the City, and the closest areas are across the River in Pennsylvania. Private boaters may use the West End Beach boat launch, however, this may not be widely known. There is a need for comfort stations at the parks to be open on a regular basis and during special events. The Police Department has not noted any serious issues and maintains a camera at Riverside Park. There are concerns among stakeholders that adequate lighting needs to be considered for security – especially if trails are extended.

Weather investment, winter issues and regulatory elements all play a role in how the riverfront gets used.

b. Opportunities

Opportunities in increase use of and access to City-owned waterfront resources were identified by stakeholders and through field investigations. Identified opportunities include:

- Elks-Brox Park provides scenic views and is located on the scenic byway, the park has established camp sites and has a building that may have provided limited utilities or storage, parking is inadequate, but the views are stunning. There may be opportunities to re-establish use of this park, possibly through a public-private partnership, for tourists (example, if a canoe/kayak pull out or whitewater kayak park is established in Port Jervis, then visitors could camp, get picked up by a City run trolley or private liver and utilize water recreation, restaurants and shopping.

There may also be potential for development of a hotel or spa on Skyline Drive (Elks/Brox Park). A critical review of the park gift instrument would be required as a first step in exploring such concepts.

- Camping and other opportunities, including hotels and conference facilities with river views, that encourage visitors to stay in Port Jervis should be explored. In addition potential opportunities in Elks-Brox Park, a riverfront camping concept could be explored in connection with development of a whitewater kayak park, or other water-dependent recreation use. Camping is found elsewhere adjacent to whitewater kayak parks.
- Investigate possibility of livery canoe/kayak/raft service on City-owned lands adjacent to Riverside Park.
- Further explore improved ADA compliant pedestrian access to the waterfront which appears to be constrained by the steep grade of the paved access. Such access could be supported by a trolley or other public transportation system to limit additional waterfront parking needs

Issues and Opportunities

- Work with the NYS DOT to develop a signalized rail crossing or a pedestrian crossing at Fowler Street to connect the downtown to the waterfront.
- There is prime fishing along the Delaware and the river's protected water quality is an asset. Informational signs that identify fishing access and development of a cleaning station would promote this water-dependent use along the river; currently a series of informal trails leading to the water.
- There are comfort facilities at both West End Beach and Riverside Park. Regular programming and coordination with City officials could result in improved access to these facilities.
- Opportunities may exist to expand programming at the City Parks. Suggestions include:
 - Concerts in the park
 - Reintroducing fireworks: the Mt. Carmel celebration fireworks were a historic precedent that was remembered fondly.
 - Public art within the park, such as an art walk or riverfront sculpture garden
- Residents have identified a need to create more child friendly/family friendly activities. For example, the City has several baseball/softball fields, including one at Riverside Park and two as part of the West End Beach complex. Adult softball leagues were popular in the past and there may be opportunities to revive these leagues. The City may also wish to investigate creation of a vintage baseball club as part of an overall heritage tourism theme. Such a club would provide recreational opportunity for residents and would provide a further opportunity to promote the City's history.



On-line Resource: http://www.vintagebbf.com/start_a_club.html

The Vintage Base Ball Federation

Site provides extensive information about starting a league.

- The City has received a grant from Orange County for park improvements the Recreation Commission is planning for park improvements. Initial concepts include secured picnic tables (would need to be secured) and seasonal docks.

Case Study

Kilbourn Park and the Milwaukee Riverfront, Milwaukee, WI

Kilbourn Park provides an opportunity for urban populations to interact with their natural surroundings. Using partnerships and support from a university rowing club, children are taught swimming, water safety, canoeing, kayaking and basic sailing skills. Capital improvements include trail development along a historic rail corridor, construction of riverfront viewing terraces and a riverfront plaza and dock. The riverfront improvement complements revitalization of Commerce Street, providing an example of how natural and urban revitalization can synergistically revitalize an aging community

(Source: www.planning.org/cityparks/casestudies/kilbournepark.htm. Accessed 12/1/2008)

8. Physical and Natural Features

a. Issues

There is not coordination between the City and NYC DEP over water discharges from NYC dams upstream – such discharges can cause a wave, five to six feet in height, down the river. Such discharges occur before, during or after storm events. No notice is provided down stream.

Flooding associated with the Delaware is compounded by ice. These natural forces impact potential waterfront improvements, limiting structural improvements such as a fishing pier or docks to seasonal structures (which have in the past been destroyed by late spring storms).

Alteration of earthen dikes by property owners is a potential issue, though the City Engineer is not aware of anyone altering the earthen dike to a point where it caused a breach resulting in flooding. People have, however, built decks, additions etc. on top of the dike.²

The geology of the City and surrounding area does not appear to be well advertised (see opportunity below).

b. Opportunities

- The City could reach out to NYC DEP to develop a notification system for water discharges. Such a system is recommended if increased recreational water use is proposed. If the City moves forward with a kayak park, coordination of discharges to enhance kayaking should be considered.
- The City could regulate alterations to the earthen dikes as private property owners may not understand the function and relationship of the dike to flood protection.

² Lopez, Vince, City of Port Jervis City Engineer, e-mail dated October 27, 2008.

Issues and Opportunities

- The City could explore geology based tourism opportunities (also see A.1.b.(3) *Creative Economy and Heritage Tourism* in this section). A July 2002 New York Times article, “Making the Rocks Speak; Harriman Park becoming Center for Geology Tourism,” provides ideas to promote geology tourism, including marking areas of geological interest to hiking maps and creating a web site. The NY/NJ Trail Conference is a participating group in the Harriman State Park geology tourism project, which has moved forward since the 2002 article was published. Port Jervis should consider a regional approach to geology based tourism since there are many areas of interest within a short distance from the City, including Harriman State Park which is approximately 30 miles east of Port Jervis. A self-guided geology tour could be developed, perhaps in partnership with a local college, which would allow students to undertake the research and writing of a guide and installation of numbered sign posts that would correspond with the guide.



On-line Resource: <http://3dparks.wr.usgs.gov/nyc/index.html>

Geology of the New York City Regions
A Preliminary Regional Field-Trip Guidebook
U.S. Geological Survey, 2003.

and

On-line Resource: <http://harrimanrocks.rutgers.edu/>
“Welcome to Harriman State Park Virtual Reality Field Trips”

9. Utilities

a. Issues

There are issues of inflow and infiltration in the sewer system. During storm events the NYC DEP plant treats stormwater that has infiltrated the stormsewer system.³ The City needs to develop a plan to address this.

b. Opportunities

- The City received a 2007-2008 Shared Municipal Services Incentive Competitive Grant to enter into an inter-municipal agreement for the joint acquisition and shared use of equipment that will enable the city to monitor, clean, repair and maintain its storm water and sanitary sewer systems.

³ Vince Lopez, Director, Public Works, City of Port Jervis, Telephone interview 9/23/2008.

- Publicize of the City’s sewer system (many surrounding towns have limited or no sewered areas) and potable water from three reservoirs which allow for greater density in development for hospitality and other tourist related uses.

10. Transportation

a. Issues

Residents and City officials identified different transportation needs based on age. For example, there is a transportation issue related to transporting groups of senior downtown and to the waterfront. Potentially, there is a need for a trolley loop. See riverfront/waterfront access for additional discussion.

Parking issues remain in the downtown, however, participants in community meetings stated that they feel there is sufficient waterfront parking and links.

Stakeholders have reported that dealing with the railroad has been frustrating over the years.

b. Opportunities

- Opportunities may exist to develop in-City transportation, such as a trolley, that will provide waterfront access for residents and visitors.
- Explore opportunities with NJ transit to develop rail package deals.
 - Encourage local businesses to participate in the NJ Transit “Deals & Destinations” program and develop a coordinate marketing approach to advertise that “City merchants” participate, or through the local chamber of commerce or tourism board create one coordinate program (e.g., NYC & Company provides one promotion code for discounts at a number of participating hotels, and the Newark Downtown District provides a link through NY Transit that lists upcoming events.
- The City has “gateway” locations along Pike Street when traveling between the City and Pennsylvania, on East Main Street for travelers accessing and exiting I-84, and along the Rt. 97 at the entrance to the Scenic By-Way. A potential gateway exists at the Tri-States Bridge. This is the location where City trails could link to regional trails and where a new waterfront access could occur. Coordinated signage, at these locations could be used as part of the City’s branding and marketing efforts.

11. Other

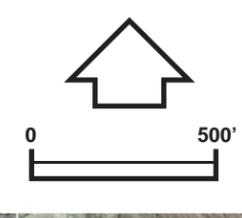
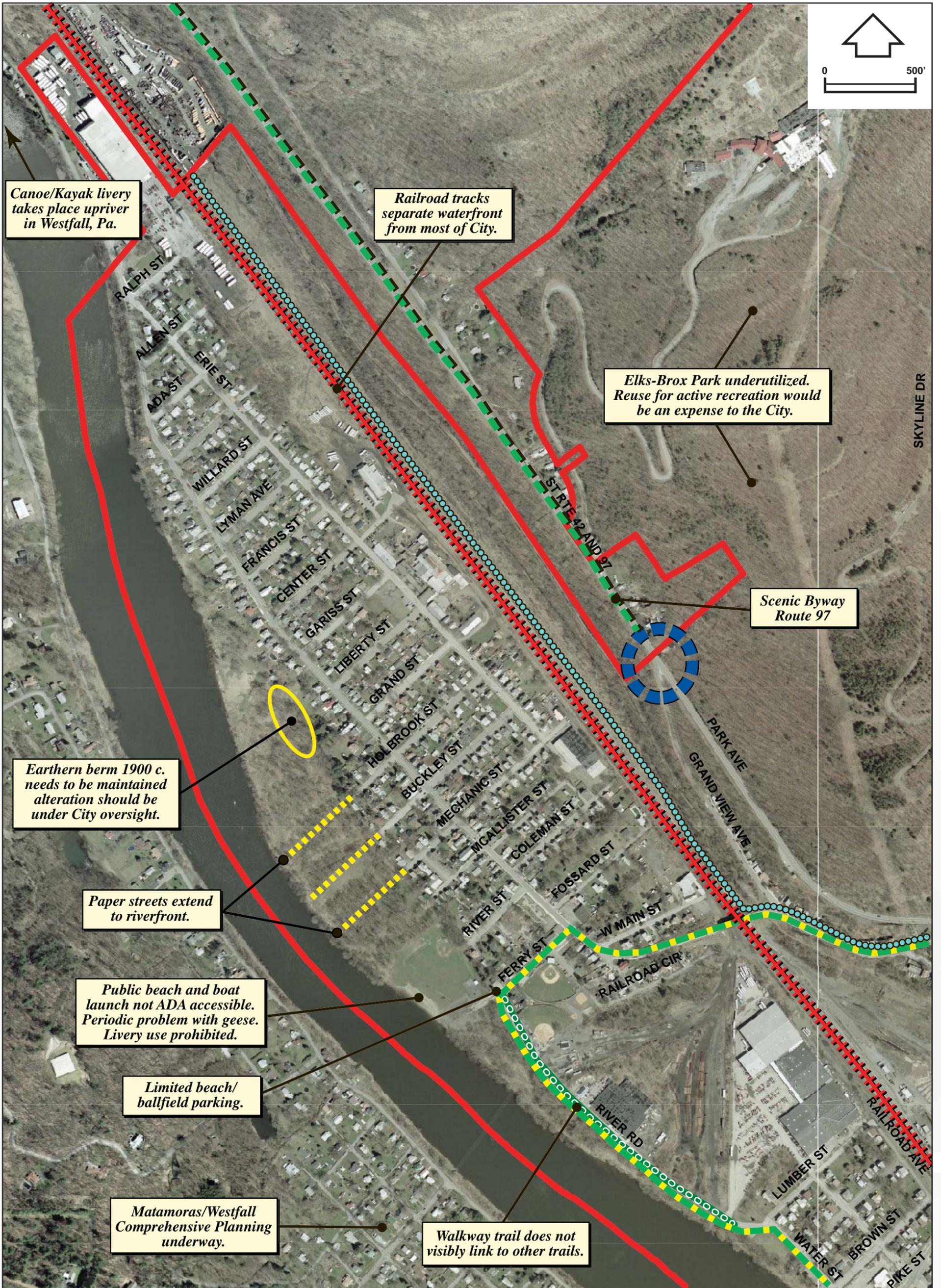
a. Issues

During the planning process, other issues, related to the City were raised by stakeholders. These include:

- Concerns that absentee landlords are not engaged in the City and do not always maintain properties.
- There is a need for a downtown food store; Peters Market in Kingston cited as an example of a desired food store.
- The City does not have a YMCA, which would provide additional recreation opportunities.

b. Opportunities

- Stakeholders can investigate the process to bring a YMCA into the City. The national web site is www.ymca.net.
- The City could review and enhance its property maintenance code and make strict code enforcement a priority.



-  Scenic Byway
-  Gateway
-  Walking Trail
-  Delaware River Heritage Trail
-  D&H Canal Heritage Trail

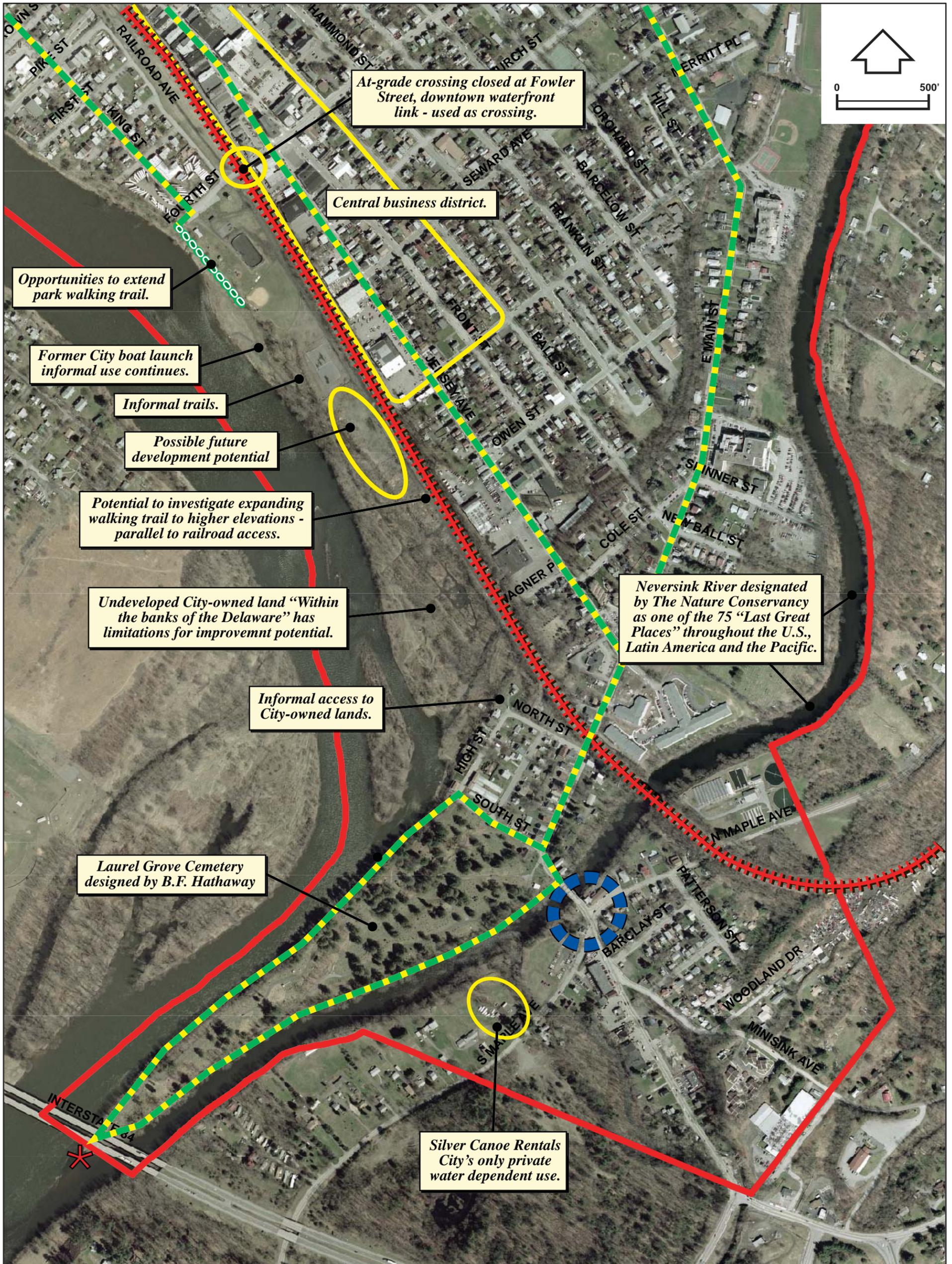
NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
 "This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."
 BASE MAP SOURCE: Orange County GIS

Exhibit III.A-1
ISSUES AND OPPORTUNITIES 1
LOCAL WATERFRONT REVITALIZATION PLAN
 City of Port Jervis, New York
 Saccardi & Schiff, Inc. - Planning and Development Consultants



NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
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BASE MAP SOURCE: Orange County GIS



-  Tri-State Marker
-  Gateway
-  Walking Trail
-  Delaware River Heritage Trail

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BASE MAP SOURCE: Orange County GIS

B. Community Vision

1. Developing the Community Vision

Throughout the planning process, the project committee, stakeholders and the public were asked to provide their thoughts on the vision for the Port Jervis Delaware waterfront. Committee meetings were held on August 14, 2008 and February 5, 2009. Two meetings (one in the afternoon and one in the evening) for key stakeholders in the City and region were held on October 15, 2008 and open community workshops were held on November 11, 2008, February 5, 2009. Presentation of the final draft document occurred at a third community workshop. Comments from that presentation are included in the Appendix. Committee members, stakeholders and community members provided insight and ideas for the City and its waterfront, including improved access to the waterfront, enhanced water-based recreation, and better linking the waterfront to the downtown. Concepts were refined throughout the planning process.

2. Community Vision Statement

The City's Delaware River waterfront will be an attractive recreation resource that will serve residents, capture visitors already passing through Port Jervis, and attract new visitors. Use of the waterfront and linkages to the downtown will position Port Jervis as a sustainable recreation destination and a "hub" within the tri-states region.

3. Moving the Vision Forward

During the community planning and visioning process, specific opportunities and actions were identified that would move the City's waterfront vision from concept to reality. These actions and opportunities are depicted on the Community Vision Map and include:

a. Enhanced Water Access and Use of Waterside Resources

The City's waterfront was identified as an underused natural resource. Stakeholders identified a need to increase use of the Delaware River for waterfront recreation and enhanced waterside recreation resources. The City of Port Jervis owns two public waterfront parks, West End Beach and Riverside Park. Actions to enhance water access and use of waterside resources include:

To the west of West End Beach:

- Further exploring use of paper streets to provide water access.

West End Beach

- Enhancing the park with picnic tables and improving pedestrian/bicycle accessibility;
- Attracting boaters to Port Jervis via the inclusion of West End Beach on the National Parks Service Delaware River Water Trail; and

Community Vision

- Further exploring improved ADA compliant pedestrian access to the waterfront which appears to be constrained by the steep grade of the paved access.

Riverside Park and East

- Enhance use of the park through public art and concerts;
- Further explore and implement opportunities to develop water-dependent recreation such as a white water kayak park, permitting private canoe/kayak landing access and seasonal camping;
- Explore hospitality opportunities on land not designated as parkland;
- Investigate creating paved access to City-owned waterside lands from North Street, and development of a parking area and informal trail network to facilitate kayak/canoe access.
- Expand the recreation trails within the park to connect with the Delaware River Heritage Trail and potentially link to regional trails.

Elks Brox Park

- Explore opportunities to increase use of this City-owned park which has dramatic valley and river views. Opportunities to increase use may include lease opportunities that include utilization of the park's existing camping infrastructure.

b. Improved Waterfront Access

Access to the waterfront from the downtown and the bulk of the City is impacted by the railroad tracks. Opportunities to improve waterfront access were discussed at length by stakeholders. Identified actions that would advance the community vision include:

Riverside Park/Fowler Street Railroad Crossing

- One of the more critical elements of the plan effort is to enhance access to the waterfront. A significant component of that effort is the reintroduction of the Riverside Park/Fowler Street railroad crossing. Discussions with Metro North (which operates commuter service on the line) about the at-grade railroad crossing at Fowler Street (which has been closed off) began during the planning process. Opening and improving this at grade crossing would provide a direct link from the downtown to Riverside Park.

Downtown and Areas North of the Railroad Tracks

- Utilize the Delaware River Heritage Trail to expand waterfront access through the development of a more comprehensive and well signed trail system for walking/biking that links residential and commercial areas to the waterfront. Expansion of the Riverside Park trails to link with the Delaware River Heritage trail could provide another waterfront park access point at North Street;

- Develop a “trolley” to provide bus service to the train station, downtown and waterfront;
- Permit and encourage “rickshaws”; and
- Promote bicycle use in the City by investigating and implementing the bicycle friendly community program and other programs that promote bicycle use such as a “Yellow Bike” system, which depends on donated bicycles for free community bicycle use, and appropriate, modern, bicycle stations in parks and the downtown.

Waterside Properties

- Certain lands were identified that could be considered for reuse to promote waterfront access should they become available. These lands include industrially used lands along King Street, at the entrance to Riverside Park and the former Toll House/ Flo Jean site.

c. Policies and Infrastructure

A review of the City’s zoning code suggests that the current code may not permit uses that promote the City’s waterfront vision. Several specific recommendations are included in the issues and opportunities section of this document. Revising zoning to support the City’s vision is an important action to move the vision to reality.

- The City’s zoning will encourage and promote a mixed use downtown that is arts friendly and will attract artists from around the region. The City’s waterfront zoning will be amended to permit uses that will bring the City’s vision to reality; and
- In contrast to many surrounding towns, the whole of Port Jervis is served by a comprehensive sewer system. The City draws potable water from three reservoirs and waste water is treated in a plant operated by the New York City Department of Environmental Protection. The City can capitalize on these assets as they allow greater density for hospitality development and for other tourist related uses.

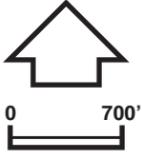
d. Marketing and Tourism

Stakeholders recognized that the City can build upon its transportation history and use transportation linkages to bring visitors to the City where they can enjoy the waterfront and natural resources, and celebrate the City’s history. Stakeholders acknowledged the need to market the City and to link the City to the broader region to complement other locations and activities, understating that Port Jervis could become a regional “hub” for tourism based on its strategic location, affordability and rail link to New Jersey with connections to New York City. Actions that support this aspect of the City’s vision include:

- Developing and strategically placing marketing materials to target specific groups such as train enthusiasts, fishermen and kayakers, and exploring specific tourism opportunities such as geology based tourism;

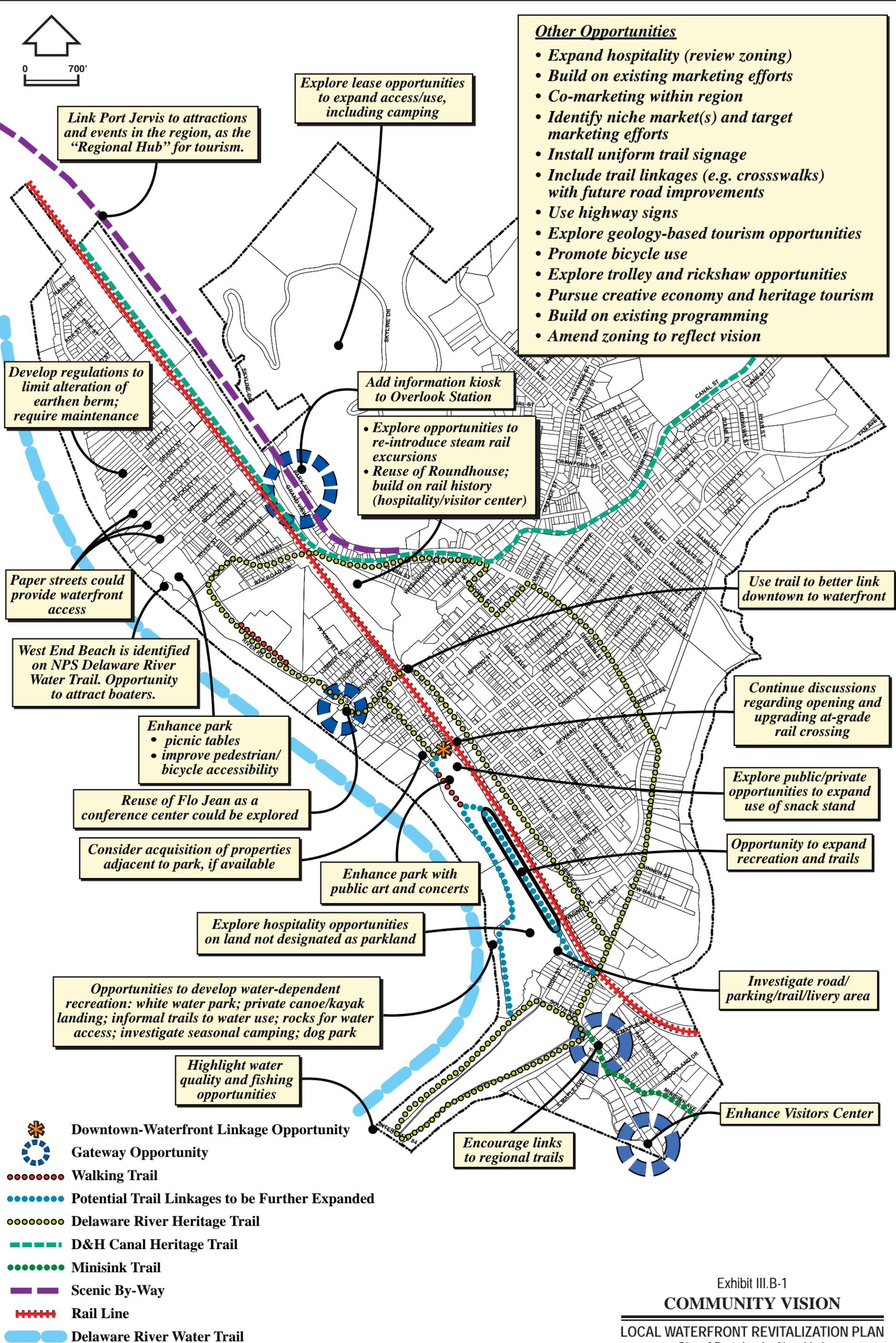
Community Vision

- Enhancing the visitor center at the southeast gateway to the City;
- Installing an information kiosk at the overlook pavilion on the Rt. 97 Scenic-By-Way;
- Reusing the turntable/roundhouse site (which is an identified Brownfield Redevelopment property) for a rail history use, sight seeing excursions on historic trains and other heritage tourism related uses and provide a link to the Delaware River Heritage Trail and D&H Canal Trail;
- Creating a local “booster book” for the City to highlight merchants, events and attractions and work with the local Chamber of Commerce and Orange County Tourism Board to identify opportunities to complement and enhance marketing efforts;
- Expanding programming at parks and creating weekend events and festivals; and
- Developing a new conference center and hotel(s) that will complement bed-and-breakfast establishments within the City; camping facilities will also be considered to provide lodging and accommodations for visitors.



Other Opportunities

- Expand hospitality (review zoning)
- Build on existing marketing efforts
- Co-marketing within region
- Identify niche market(s) and target marketing efforts
- Install uniform trail signage
- Include trail linkages (e.g. crosswalks) with future road improvements
- Use highway signs
- Explore geology-based tourism opportunities
- Promote bicycle use
- Explore trolley and rickshaw opportunities
- Pursue creative economy and heritage tourism
- Build on existing programming
- Amend zoning to reflect vision



Link Port Jervis to attractions and events in the region, as the "Regional Hub" for tourism.

Explore lease opportunities to expand access/use, including camping

Develop regulations to limit alteration of earthen berm; require maintenance

Add information kiosk to Overlook Station

- Explore opportunities to re-introduce steam rail excursions
- Reuse of Roundhouse; build on rail history (hospitality/visitor center)

Paper streets could provide waterfront access

Use trail to better link downtown to waterfront

West End Beach is identified on NPS Delaware River Water Trail. Opportunity to attract boaters.

Continue discussions regarding opening and upgrading at-grade rail crossing

Enhance park
• picnic tables
• improve pedestrian/bicycle accessibility

Explore public/private opportunities to expand use of snack stand

Reuse of Flo Jean as a conference center could be explored

Opportunity to expand recreation and trails

Consider acquisition of properties adjacent to park, if available

Enhance park with public art and concerts

Explore hospitality opportunities on land not designated as parkland

Investigate road/parking/trail/livery area

Opportunities to develop water-dependent recreation: white water park; private canoe/kayak landing; informal trails to water use; rocks for water access; investigate seasonal camping; dog park

Highlight water quality and fishing opportunities

Enhance Visitors Center

Encourage links to regional trails

- Downtown-Waterfront Linkage Opportunity
- Gateway Opportunity
- Walking Trail
- Potential Trail Linkages to be Further Expanded
- Delaware River Heritage Trail
- D&H Canal Heritage Trail
- Minisink Trail
- Scenic By-Way
- Rail Line
- Delaware River Water Trail

Exhibit III.B-1
COMMUNITY VISION

LOCAL WATERFRONT REVITALIZATION PLAN
City of Port Jervis, New York

NOTES: "This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."
"This project was made possible through funding assistance from the City of Port Jervis through the Port Jervis Community Development Agency."
BASE MAP SOURCE: Orange County GIS

C. Implementation Techniques

This section, Implementation Techniques, describes the techniques for implementation of the City of Port Jervis Local Waterfront Revitalization Plan.

1. Implementation Plan

The first step in moving forward with implementation of City of Port Jervis Local Waterfront Revitalization Plan is the creation of an implementation plan. Implementation plans identify tasks, activities, responsible parties and anticipated costs and timeframe.

2. Local Planning Initiatives, Laws and Regulations Necessary to Implement the Waterfront Plan

a. General Planning Initiatives

(1) Completion of a Local Waterfront Revitalization Program

This Local Waterfront Revitalization Plan contains the initial component of a Local Waterfront Revitalization Program. Development of local policies, project and a local management structure, as well as implementation techniques would be the next step in the waterfront revitalization planning process for the city.

(2) City of Port Jervis Comprehensive Plan

The City of Port Jervis adopted a Comprehensive Plan in 1971, which has not been updated. Development of a complete comprehensive plan that builds upon this Local Waterfront Revitalization Plan and the 2003 Downtown Study should be considered as a next step in comprehensive planning for the City,

(3) Brownfields Study

The City of Port Jervis could research and if appropriate apply for a grant from the State of New York for the development of a Pre-Nomination Study for a Brownfield's Opportunity Areas (BOA), as a first step in addressing concerns about area contamination. The Pre-Nomination Study provides a preliminary description and analysis of the proposed BOA. The Pre-Nomination Study will be reviewed by the New York State Departments of State and Environmental Conservation to determine if a community should proceed with a Nomination and Implementation Strategy to designate a Brownfield Opportunity Area

The BOA program provides municipalities and community based organizations with assistance to complete revitalization plans and implementation strategies for areas affected by brownfield sites. The program enables communities to put strategies in place to return inactive sites and areas back to productive uses and restore environmental quality. Funding preferences for this program require the area to meet at least one of the characteristics below:

Implementation Techniques

- Established partnerships or expressed support between municipalities and community based organizations to pursue an area-wide plan.
- Areas with concentrations of brownfield sites.
- Areas with indicators of economic distress including low resident incomes, high unemployment, high commercial vacancy rates and depressed property values.
- Areas with brownfield sites presenting strategic opportunities to stimulate economic development, community revitalization or to site new public amenities.

(4) Redevelopment Studies and Urban Renewal Plans

The undertaking of redevelopment (blight) studies and following the studies, where appropriate, with urban renewal plans to promote suitable redevelopment is a revitalization tool that the City could use. Zoning amendments, which may include use and dimensional revisions, identification of suitable uses, site layout and design guidelines, may be included in urban renewal plans for specific sites.

b. Existing Local Laws and Regulations

A review of current zoning both along the waterfront and as the waterfront relates to the central business district is recommended. Existing zoning regulations do not appear to fully support implementation of the City's vision for its waterfront. This topic, including implementation suggestions, is discussed in **Section III.A.3, *Issues and Opportunities, Land Use and Zoning.***

3. Other Public and Private Actions

a. Private Investment

Private investment in the City is a key component to implementing revitalization. The City needs to develop a plan to attract private investment. Such a plan may include City investments, and development of "fast tracking" for certain type of development applications.

b. Marketing and Branding.

The City has recently received positive press and the City continues to be an affordable destination. Targeted marketing campaigns should be developed to attract visitors to Port Jervis. Implementation suggestions are discussed in **Section III.A.1, *Issues and Opportunities, Waterfront Location.***

4. Financial Resources Necessary for Implementation

Implementation of the Plan will require funding to administer the program to support the proposed capital projects and costs related to maintenance and upkeep of projects.

Funding for the proposed Plan projects will likely need to be shared among various levels of government and through public/private partnerships. The City will likely need to augment its own financial resources with funding from other sources. As cost estimates are developed for projects, the City will identify those projects where project implementation will exceed its own financial resources, and pursue partnership with other levels of government or interested entities to cover the anticipated gap.

The ability of the City to provide a local match will be a key factor in obtaining money from outside sources. The local match is necessary for leveraging public as well as private sector investment. Generally, the local match can occur in different forms which may include funding, materials, labor or staff time. When appropriate and feasible, the City should connect Plan projects to other proposed capital improvements to maximize both the local match and leveraged funds.

Although State and Federal funding sources regularly change, the following is a summary of sources that have been and may continue to be available to the City to help finance Plan projects:

a. Infrastructure

(1) US Transportation Equity Act of 2005

The Transportation Equity Act of 2005 (known by its full title as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users or SAFETEA-LU) provides Federal funding for acquisition or construction of transit facilities such as buildings, stations, and rights-of-way, bus rehabilitation, preventive maintenance, transit improvements that enhance economic development or incorporate private investment, provision of non-fixed route para-transit service in accordance with the Americans with Disabilities Act, establishment of a debt service reserve to ensure timely payment on bonds for eligible projects and mobility management, and short-range planning and management activities to improve coordination among transit and other transportation service providers. Urbanized areas, such as Port Jervis, with populations less than 200,000 have additional eligibility. These grants could apply to para-transit bus service and alternative transportation modes such as bus and bicycle facilities.

(2) New York State Environmental Facilities Corporation Clean Water State Revolving Fund

The Clean Water State Revolving Fund (CWSRF) provides low-interest rate financing to municipalities for water pollution control projects including

wastewater treatment facilities, sewers and non-point source projects. Low-interest rate funds are repaid to the CWSRF over terms as long as 30 years, and there are interest free short term loans with terms up to three years. CWSRF resources can also help augment the limited financial resources currently available under the Brownfield Initiative's pilot program to clean up brownfields sites. The State also operates Clean Water State Revolving Fund Hardship Assistance that funds municipal wastewater treatment projects under \$10 million in communities with financial hardship. To be eligible, total estimated annual sewer service charge must exceed a target service charge based on median household income, as determined by the State's Environmental Facilities Corporation. For additional information, please see. <http://www.nysefc.org/home/index.asp>

(3) New York State Environmental Facilities Corporation Drinking Water State Revolving Fund

Through the Environmental Facilities Corporation and the Department of Health, New York State provides low interest rate financing for drinking water projects such as upgrades to treatment and storage facilities, and transmission and consolidation of water supplies. The fund provides interest-free short-term loans with terms up to three years and low-interest financing with terms up to 20 years. Financing could be utilized to replace the City's failing water storage facilities or replacement of old water mains. Hardship assistance is also available for projects less than \$10 million in communities undergoing financial hardship that meet certain eligibility criteria. For additional information please see <http://www.health.state.ny.us/environmental/water/drinking/water.htm>

b. Brownfields and Environmental Remediation

(1) US EPA Brownfields Grants

The Environmental Protection Agency (EPA) provides funding for brownfields assessment, revolving loan fund and cleanup grants. These grants are part of the Small Business Liability Relief and Brownfields Revitalization Act to help states and communities around the country clean up and revitalize brownfield sites. For more information, please see www.epa.gov/swerosps/bf/applicat.htm.

(2) US Department of Housing and Urban Development Brownfields Economic Development Initiative

The Brownfields Economic Development Initiative (BEDI) is a key competitive grant program that the Department of Housing and Urban Development (HUD) administers to stimulate and promote economic and community development. Typically linked to HUD's Section 108 Loan Guarantee Program, BEDI is designed to assist cities with the redevelopment of abandoned, idled and underused industrial and commercial facilities where expansion and redevelopment is burdened by

real or potential environmental contamination. BEDI grant funds are primarily targeted for use with a particular emphasis upon the redevelopment of brownfields sites in economic development projects and the increase of economic opportunities for low-and moderate-income persons as part of the creation or retention of businesses, jobs and increases in the local tax base. For more information, please see www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm.

(3) US Department of Commerce Grants for Public Works and Economic Development Facilities

These Federal Department of Commerce grants provide funding for investments in facilities such as water and sewer system improvements, industrial access roads, industrial and business parks, skill-training facilities, business incubator facilities, brownfield redevelopment, eco-industrial facilities, and telecommunications infrastructure improvements needed for business retention and expansion. Eligible activities include the acquisition, rehabilitation, design and engineering, or improvement of public land or publically-owned and operated development facilities, including machinery and equipment. Eligible projects must fulfill a pressing need of the area and must benefit the unemployed/underemployed residents of the area or members of low-income families. In addition, all proposed investments must be consistent with the currently approved Comprehensive Economic Development Strategy for the area in which the project will be located, and the applicant must have the required local share of funds committed and available.

(4) New York State Department of State Brownfield Cleanup and Environmental Restoration Programs

Through the Department of State, the Brownfield Opportunity Areas Program (BOA) provides municipalities up to 90 percent of the eligible costs to complete revitalization plans and implementation strategies for areas affected by the presence of brownfield sites, and site assessments for strategic sites.

c. Parks, Recreation and Open Space, and Heritage Tourism

(1) US National Park Service Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund is a matching grant program managed by the National Park Service of the Department of the Interior. It was established by Congress in 1964 to create parks and open spaces, protect wilderness, wetlands, and refuges, preserve wildlife habitat, and enhance recreational opportunities. Funded projects must reflect the priorities established in the Statewide Comprehensive Outdoor and Recreation Plan (SCORP) and be available to the general public. For application and deadline information, visit <http://nysparks.state.ny.us/grants/programs/conserv.asp>.

(2) Federal Highway Administration Recreational Trails Program

The Recreational Trails Program is a Federal Highway Administration matching grant program for the acquisition, development, rehabilitation and maintenance of trails and trail-related projects. Funded projects must be identified in, or further a specific goal of, the SCORP and must be available to the general public. For application and deadline information, visit <http://nysparks.state.ny.us/grants/programs/recreation.asp>.

(3) US National Park Service Rivers, Trails and Conservation Assistance

The Department of the Interior's National Park Service provides advisory services to community groups and local and State governments to conserve rivers, preserve open space, and develop trails and greenways.

(4) New York State Office of Parks, Recreation and Historic Preservation Programs

New York State provides matching funds for park improvements through competitive grants to localities throughout the State. According to the Office of Parks, Recreation, and Historic Preservation (OPRHP), grants are provided for "projects to preserve, rehabilitate or restore lands, waters or structures for use by all segments of the population for park, recreation or conservation purposes, including such things as playgrounds, courts, rinks, community gardens and facilities for swimming, boating, picnicking, hunting, fishing, camping or other recreational activities." Other OPRHP matching grants are available for the acquisition of parkland.

(5) Tourism Cares

The tourism industry's nonprofit organization, awards grants to worthy tourism-related nonprofit organizations worldwide for conservation or preservation of exceptional cultural, historic, or natural sites. Tourism Cares considers projects or programs with either or both of the following goals: 1) projects that protect, restore, or conserve sites of exceptional cultural, historic, or natural significance; and 2) programs that educate local host communities and the traveling public about conservation and preservation of sites. For complete program guidelines, an FAQ, and information on past grant recipients visit www.tourismcares.org.

(6) National Trust for Historic Preservation

The National Trust for Historic Preservation offers planning grants for historic preservation projects across the country. Cultural heritage tourism projects can be eligible for this funding. These are small matching grants for planning, education and consulting services to assist historic preservation projects. To receive a grant application or more information, contact your National Trust Regional Office <http://www.preservationnation.org/about-us/regional-offices/>

(7) Save America's Treasures

Federal grants are now available for preservation and/or conservation work on nationally significant intellectual and cultural artifacts and nationally significant historic structures and sites. Eligible applicants include nonprofit, tax-exempt 501(c), U.S. organizations, units of state or local government, and federally recognized Indian Tribes. Grants are awarded through a competitive process and require a dollar-for-dollar, non-federal match. <http://www.cr.nps.gov/hps/treasures/index.htm>

d. Housing and Community Development

(1) US HUD Community Development Block Grant

The Community Development Block Grant (CDBG) program provides communities with resources to address a wide range of unique community development needs. Beginning in 1974, the CDBG program is one of the longest continuously run programs at the Department of Housing and Urban Development. Long Beach has been participating in this program for more than three decades through a cooperative agreement with the Nassau County Office of Housing and Intergovernmental Affairs. CDBG funding can only be used in CDBG eligible areas, of which Long Beach has many. This funding can be used for a variety of projects including: real property acquisition, relocation or demolition, rehabilitation of residential and non-residential structures, public facilities construction and improvements, limited public services, energy conservation and renewable energy activities, and assistance to businesses for economic development and job creation/retention. The County-funded CDBG program is complemented with several additional funding programs available to Long Beach, including the Home Investment Partnership Program (HOME), Emergency Shelter Grants (ESG), and the American Dream Downpayment Initiative (ADDI).

(2) The National Arbor Day Foundation Tree City USA

The Tree City USA program is sponsored by The National Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters. The program provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of towns and cities nationwide. To qualify for Tree City USA, the City would need to meet four standards: establishment of a tree board or department, a tree care ordinance, a community forestry program with an annual budget of at least \$2 per capita, and an Arbor Day observance and proclamation. Benefits of being a Tree City USA include an established framework for action, education, financial assistance, and citizen pride. See www.arborday.org/programs/treeCityUSA.cfm.

Implementation Techniques

(3) New York State Council on the Arts Grant for Architecture, Planning and Design Program

The New York State Council on the Arts provides grants for nonprofit organizations and local governmental agencies to contract the services of an architect, planning, design, or historic preservation professional for a variety of planning and design studies.

(4) New York State Division of Housing and Community Renewal Programs

The New York State Division of Housing and Community Renewal Programs (DHCR) provides a wide variety of funding options for housing rehabilitation, acquisition and construction. These programs seek to increase the amount of or improve existing affordable housing throughout the State. The programs are available to municipalities, non-profit organizations, or private developers. Funding programs include but are not limited to: Low Income Housing Credit Program, Low Income Housing Trust Fund Program, House NY, New York State HOME Program, and Weatherization Assistance Program. Additional information regarding these programs can be found at www.dhcr.state.ny.us/ocd/progs/ocdprogs.htm.

(5) New York State DHCR New York Main Street Program

The purpose of the New York Main Street (NYMS) Program is to provide financial and technical resources to help communities with their efforts to preserve and revitalize mixed-use (commercial/civic and residential) main street/downtown business districts. The NYMS Program will provide grants to stimulate reinvestment in properties located within mixed-use business districts located in urban, small town, and rural areas. Eligible applicants include not-for-profit community-based organizations, business improvement districts, and other entities incorporated pursuant to the Not-for-Profit Corporation Law that will serve as Local Program Administrators. The local NYMS Program must be carried out in a concentrated target area that has experienced sustained physical deterioration, decay, neglect, or disinvestment, and has a number of substandard buildings or vacant residential or commercial units. The target area must be located in a service area that is income eligible. See www.nymainstreet.org.

e. Waterfront Development and Preservation

(1) US EPA Beach Monitoring and Notification Program Implementation Grants

These EPA grants are intended to support the initial development and implementation of recreational water monitoring and notification programs or support enhancement of an existing program. Grant funds can be used for operational support or implementation of recreational water monitoring and notification programs. Assistance agreement awards under this program may involve or relate to geospatial information.

(2) New York State Urban Renewal

Article 15 of the New York State General Municipal Law authorizes a municipality to utilize urban renewal powers for the purpose of property acquisition to facilitate redevelopment. The City can, through these powers, assemble and clear a development site(s) in a designated “blighted” area. Such sites can then be sold to private entities for redevelopment in accordance with an approved plan. Urban renewal can act as an economic incentive by the public sector’s assumption of certain costs inherent in assembling properties and by accelerating the schedule for redevelopment.

(3) New York State Department of State Environmental Protection Fund Local Waterfront Revitalization Program

These Department of State grants fund urban waterfront redevelopment, preparation or implementation of a waterbody/watershed management plan, coastal education and Coastal Resource Interpretive Program signage, community visioning and development of revitalization strategies, completion or implementation of a Local Waterfront Revitalization Program (LWRP) and creation of a blueway trail. See www.nyswaterfronts.com/grantopps_EPF.asp.