

THE BOROUGH OF DELAWARE WATER GAP VILLAGE STUDY



ADOPTED on May 6, 2013

Acknowledgements

The Delaware Water Gap Borough Council

Walter Conway, Mayor
William Buzzard, Vice President
Elvi Delotto
Susan C. Wilson

Wayne MacWilliams, President
Jack Shoemaker
Philip Farber III
George Munn

Delaware Water Gap Village Study Steering Committee

Elvi Delotto
Valerie Higbee
Eileen White
Larry Freshcorn

Susan Cooper
Susan Wilson
Ileana Hernandez
Terry Fagan

**This project was funded in part by a
grant from the Monroe County
Financial Assistance Program**

Prepared By:



BOUCHER & JAMES, INC.
Consulting Engineers

Corporate Headquarters
1456 Ferry Road, Building 500
Doylestown, PA 18901
215.345.9400

On the Cover (clockwise from upper left): Historic Castle Inn, Deer Head Inn, Antoine Dutot Museum and Gallery, and Cherry Creek.

Table of Contents

EXECUTIVE SUMMARY	1
INTRODUCTION	2
Project Background	2
Study Elements	3
Study Area	4
Steering Committee and Public Participation	4
EXISTING CONDITIONS	6
Demographics	6
Land Use and Zoning	6
Vehicular Circulation	11
Pedestrian Circulation	12
Public Transportation	13
Historic Resources	13
Streetscape Elements	14
Signage	15
Other Details	16
Existing Features and Site Analysis Map	17
GOALS AND OBJECTIVES	18
RECOMMENDATIONS	20
Land Uses	20
Vehicular Circulation	20
Pedestrian Circulation	21
Historic Resources	22
Signage	22
Site Furnishings/Amenities	23
Street Trees	23
Village Study Plan	24
ACTION PLAN	25
Appendix A: Design Elements/Conceptual Details	32
Proposed Site Furniture	35
Appendix B: Community Visioning Data	38
Appendix C: Funding Sources	43
Appendix D: Public Comment on Final Draft Document	48

List of Maps

Regional Location	2
Study Area	4
Existing Land Uses	9
Existing Zoning	10
Existing Features and Site Analysis Map	17
Village Study Plan	24

List of Design Elements

Proposed Improvements at the Intersection of Main and Broad Streets.....	20
Proposed Improvements at Main St. Southern Gateway Entrance.....	21
Typical Historic Marker.....	22
Typical Wayfinding Signage.....	22
Proposed Typical Street Cross Section for Main St.....	32
Proposed Typical Street Cross Section for Broad St.....	33
Proposed Pedestrian Crossing Improvements in Front of Deer Head Inn.....	34
Proposed Benches.....	35
Proposed Bike Racks.....	35
Proposed Bollards.....	36
Proposed Trash Receptacles.....	36
Proposed Mutt Mitt Stations.....	37

EXECUTIVE SUMMARY

The residents and business owners of the Borough of Delaware Water Gap, along with the Borough Council, have recognized the need to prepare a study of the downtown commercial corridor to sustain the traditional, rural look and feel of the Borough, to improve and ensure continued safety for life and property, to promote appropriate community development and land use and to maintain a high quality of life.

The Study is a collaborative effort between the Delaware Water Gap Steering Committee, residents, business owners and other interested parties, the Borough Council, the Monroe County Planning Commission and the Consultant. Recommendations found in the Study are a result of the Community Visioning Session and meetings of the Delaware Water Gap Steering Committee.

The Village Study is intended to serve as a design standard and a guideline for future community development and improvements within the Borough. It will serve as a "tool" for the Borough, business owners, residents and design professionals who seek to establish or upgrade facilities within the downtown commercial corridor. Narrative information and images describe the existing conditions and discuss options designed to bring about the desired goals. At the end of the Study, appendices have been provided to illustrate the proposed improvements in the form of design elements and construction details. The intent is for Delaware Water Gap Borough to use this study in conjunction with making decisions about planning and design associated with future land and community development and other projects along Main Street and Broad Street. In addition, the Borough will also be able to use this study to target specific improvement projects for implementation, and business owners, residents and organizations can use this study as a guideline

for the implementation of their own improvement projects.

This document is a working document that is intended to be used by the Borough of Delaware Water Gap in conjunction with the Comprehensive Plan, the Zoning Ordinance, the Subdivision and Land Development Ordinance, and other planning documents.

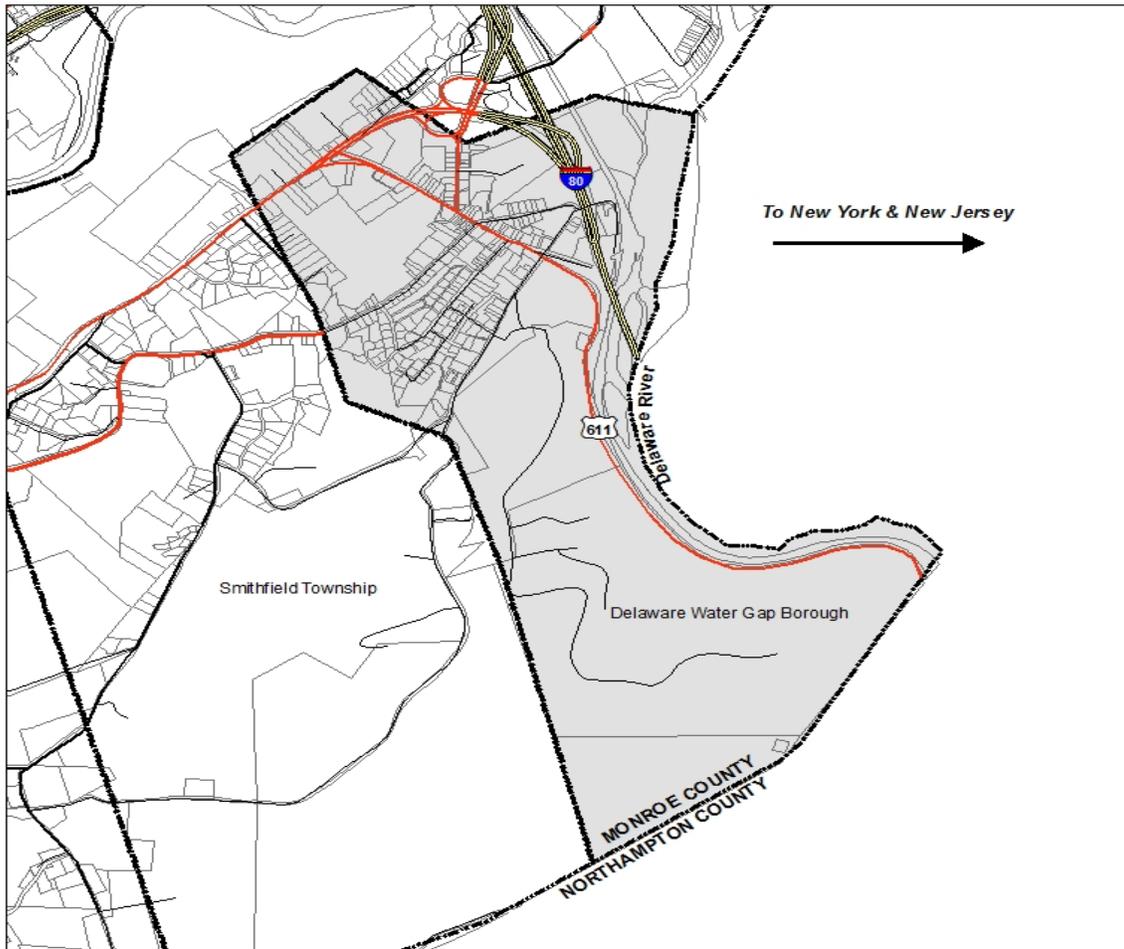
INTRODUCTION

Project Background

The Borough of Delaware Water Gap is situated in southeast Monroe County, Pennsylvania adjacent to the gap between the Appalachian Mountains where the Delaware River flows. Interstate 80 and

Route 611 pass through the Borough, which encourages easy accessibility from all directions. New York and New Jersey are approximately 1-1.5 hours driving time to the east, and Philadelphia is approximately 1.5 hours driving time to the south.

Map 1: Regional Map



Study Elements

In addition to convenient transportation accessibility, the Borough boasts access to the Delaware Water Gap National Recreation Area and the Appalachian Trail. The combination of these two attributes makes the Borough a potentially attractive tourist destination. The purpose of this Study is to capitalize on this potential and create a plan which will enhance the commercial core of the Borough while preserving its small-town character.

The Borough of Delaware Water Gap has benefited from its regional setting and surrounding natural beauty since the Borough was settled 1793. By the 1820's visitors were arriving in the Borough to enjoy the scenery and in 1829 construction of one of the first hotels in the Borough was begun¹, thus the establishment of Delaware Water Gap as a resort community.

The Gap enjoyed a national reputation for its resorts and drew prominent financiers, politicians, and society people from the time of the Civil War until World War I. Tough economic times of the 1930's proved too high for the Water Gap's resorts to overcome. Many of the small boarding houses were converted into private residences. Most of the old hotels were either destroyed by fire, were closed, or continued to operate as best they could under changed conditions.

Today, Delaware Water Gap is a quaint residential borough with a modest downtown main street. Through a grant administered by Monroe County, the Borough sought to develop a Village Study to reenergize the area as a tourist destination and revitalize the local economy.

The Village Study is intended to serve as a design standard and a guideline for future community development and improvements within the Borough of Delaware Water Gap. It will serve as a "tool" for the Borough, business owners, residents, and design professionals who seek to establish or upgrade facilities within the downtown area. Narrative information and images describe the existing conditions and discuss options designed to bring about the desired goals. At the end of the Study, appendices have been provided to illustrate the proposed improvements in the form of design elements and construction details.

The intent is for Delaware Water Gap to use this study in conjunction with making decisions about planning and design associated with future land development and other projects within the Borough. In addition, the Borough will also be able to use this study to target specific improvement projects for implementation, and business owners, residents and organizations can use this study as a guideline for the implementation of their own improvement projects.

This document is a working document that is intended to be used by Delaware Water Gap in conjunction with the Comprehensive Plan, the Zoning Ordinance, the Subdivision and Land Development Ordinance, the Eastern Monroe Regional Open Space and Recreation Plan and other planning documents.

¹ Delaware Water Gap: History.
<http://www.dutotmuseum.com/history>

Study Area

The overall study area includes Main Street (Route 611) from the Deer Head Inn to Broad Street, and Broad Street from the intersection with Main Street to Interstate 80. This area encompasses the bulk of Delaware Water Gap's commercial downtown.

Map 2: Study Area



Steering Committee and Public Participation

At the onset of this project a group of proactive community residents, representing a diversified contingent of the Borough, volunteered to be a part of the Village Study Steering Committee. Committee members include representatives from the Borough Council, the Planning Commission, the area Chamber of Commerce, residents involved with historic preservation and open space, and the County.

To demonstrate their commitment to this process the steering committee adopted the following mission statement:

"The steering committee, as representatives of the local governing body, area residents and business owners; is tasked with providing a community perspective throughout this study process. The steering committee will ensure the study focuses on the improvement of the quality of life for Delaware Water Gap residents by encouraging the revitalization of the Borough and promoting a sense of personal investment by local residents into their community."

In addition to providing continual input throughout this project, the steering committee was integral in reaching out to Borough residents and bringing people out to a Community Visioning Session, which was held at the Church on the Mountain on November 13, 2012. Approximately 30 people, excluding Borough Council members and steering committee members, participated by breaking up into groups and providing answers to a series of questions. The questions were as follows:

- Currently, what do you like most about Delaware Water Gap Borough?
- Currently, what do you like least about Delaware Water Gap Borough?
- What would you want to preserve/maintain in/about Delaware Water Gap Borough for the future?
- What would you want to change about/in Delaware Water Gap Borough for the future?

Using the Nominative Group Technique each individual was given an opportunity to provide an answer to each question, which was then recorded and voted upon by all group members. The top three priorities within each group were used to

determine key needs and desires regarding the Borough. The key component to this technique is that each person present has a chance to offer input and each opinion is recorded. Each member of the group is given a set number of votes per question. A participant can put all their votes in any combination on any of the responses (i.e., all votes on one response, or one vote each on a number of responses.) What emerges are clusters of interest and a general idea of consensus, even when outwardly, people appear to be in disagreement. For the complete results of the Visioning Session please refer to Appendix B.

The overall reaction and responses to the questions indicated that residents like the historic, small town character of the Borough but are concerned with the lack of appropriate businesses needed to sustain a vital community. What residents appeared to like most about the Borough, in addition to its character, is its accessibility to major metropolitan areas, the natural beauty of the Delaware Water Gap National Recreation Area, and the Borough's thriving arts culture. When asked what they liked least about the Borough residents agreed that the appearance of Main Street is subpar and that businesses are not being encouraged to locate in the Borough. There was also a concern regarding crime and safety. Residents want to maintain the existing sense of community through the preservation of historic features, arts festivals, and connections to the Delaware River, trails and parks. Streetscape improvements and providing incentives to encourage business development along Main Street are what residents envision for the future of the Borough.



Photo 1: Community Visioning Session

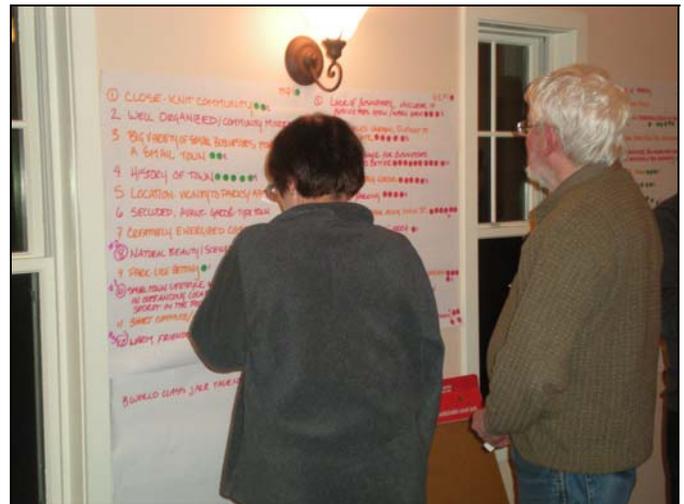


Photo 2: Nominative Group Technique voting

EXISTING CONDITIONS

Demographics

Delaware Water Gap is a small borough with a total area of approximately 2.0 square miles. At the time of the 2010 Census, the population of the Borough was 746 people, 351 households, and 193 families. The median age for residents of the Borough was 42 years old with 16.8% under the age of 18, 70.5% from 18 to 64, and 12.7% who were 65 years of age or older.²

The total number of housing units located within Delaware Water Gap was 394. Single-family detached dwellings accounted for approximately 60% of the total housing units, while multi-family dwellings accounted for approximately 39% of the total housing units. The remaining 1% were single-family attached dwellings. Over 50% of those housing units were built prior to 1940.³

Of the 394 housing units located in the Borough, 323 or 82% of those units are occupied, with an almost even split between the units being owner occupied and renter occupied.

In the Borough, of the population 16 years and over, approximately 68% are employed. Eighty-seven percent (87%) of employed residents commute an average of 30 minutes to work each day. From this we can infer that the majority of residents work outside the Borough.

² U.S. Census Bureau. American Fact Finder. 2010 Census.

³ U.S. Census Bureau. American Community Survey: 2006-2010.

Land Use and Zoning

The predominant land use in the Borough of Delaware Water Gap is cultural and/or recreational uses. This use amounts to over 540 acres and includes the Delaware Water Gap National Recreation Area.



Photo 3: Signage along Route 611

Vacant land is the next largest land use within the Borough with approximately 220 acres. The largest portion of that land being owned by the Borough and located along Old U.S. Route 611.

However, further north along Route 611, as you enter the downtown area, the Borough becomes more developed. Here the predominant land use is residential accounting for just over 100 acres, followed by resorts and camps accounting for approximately 70 acres.

Commercial uses account for approximately 13 acres throughout the Borough, of which almost 9 acres is located within the study area of this report. In addition to this 9 acres of commercial use, approximately 13 acres of residential use is located within the study area boundary. The following table summarizes the different land uses located within the study area.

Table 1: Land Uses in Study Area

Land Use	Acres
Cultural and Recreational	0.886
Municipal Services	3.842
Industrial	19.246
Residential	13.081
Commercial	15.61
Vacant	17.952

Residential land uses include both recently constructed dwellings and dwellings that were built as early as the early 1900's. Many different types of residential units are located within the Borough, as well as within the study area. Unit types range from single-family detached dwellings, to twin units, to rowhomes/townhomes and apartment buildings, to mixed use structures with businesses on the ground floor and apartments above. Residential dwellings are located on lots anywhere between one-tenth of an acre to over 2 acres. However, within the study area the average lot size for residential dwellings is a quarter of an acre.

Building styles and distance from the road varies. It appears residential dwellings, specifically single-family detached dwellings, are situated farther back from the road while multi-family dwelling units and/or mixed use structures are situated closer to the road.



Photo 4: Single-family detached dwelling



Photo 5: Twin/multi-family units



Photo 6: Mixed use structure

A variety of commercial land uses are present within the Borough study area, including restaurants, a local bake shop, inns and taverns, an auto and cycle shop, professional offices, and recreational outfitters.

Institutional uses include the Delaware Water Gap Post Office, the Presbyterian Church of the Mountain, and the Antoine Dutot Museum and Gallery.

The Borough contains a wide variety of land uses within close proximity to each other, which creates many opportunities for interaction between residents, businesses and institutions.



Photo 7: Sycamore Grill restaurant



Photo 8: Recreational outfitter

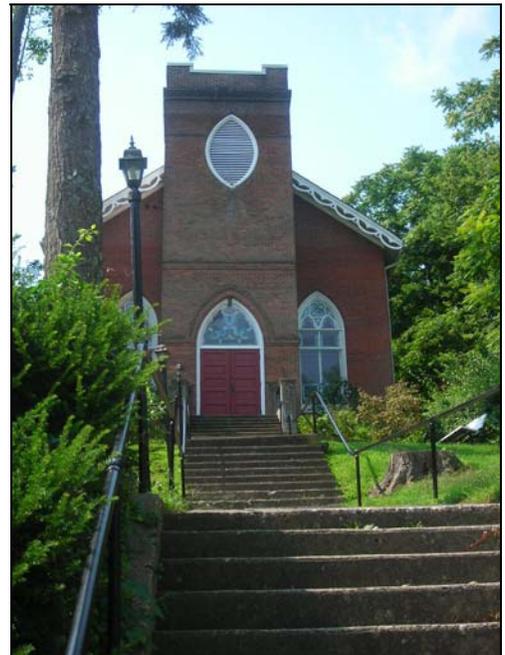
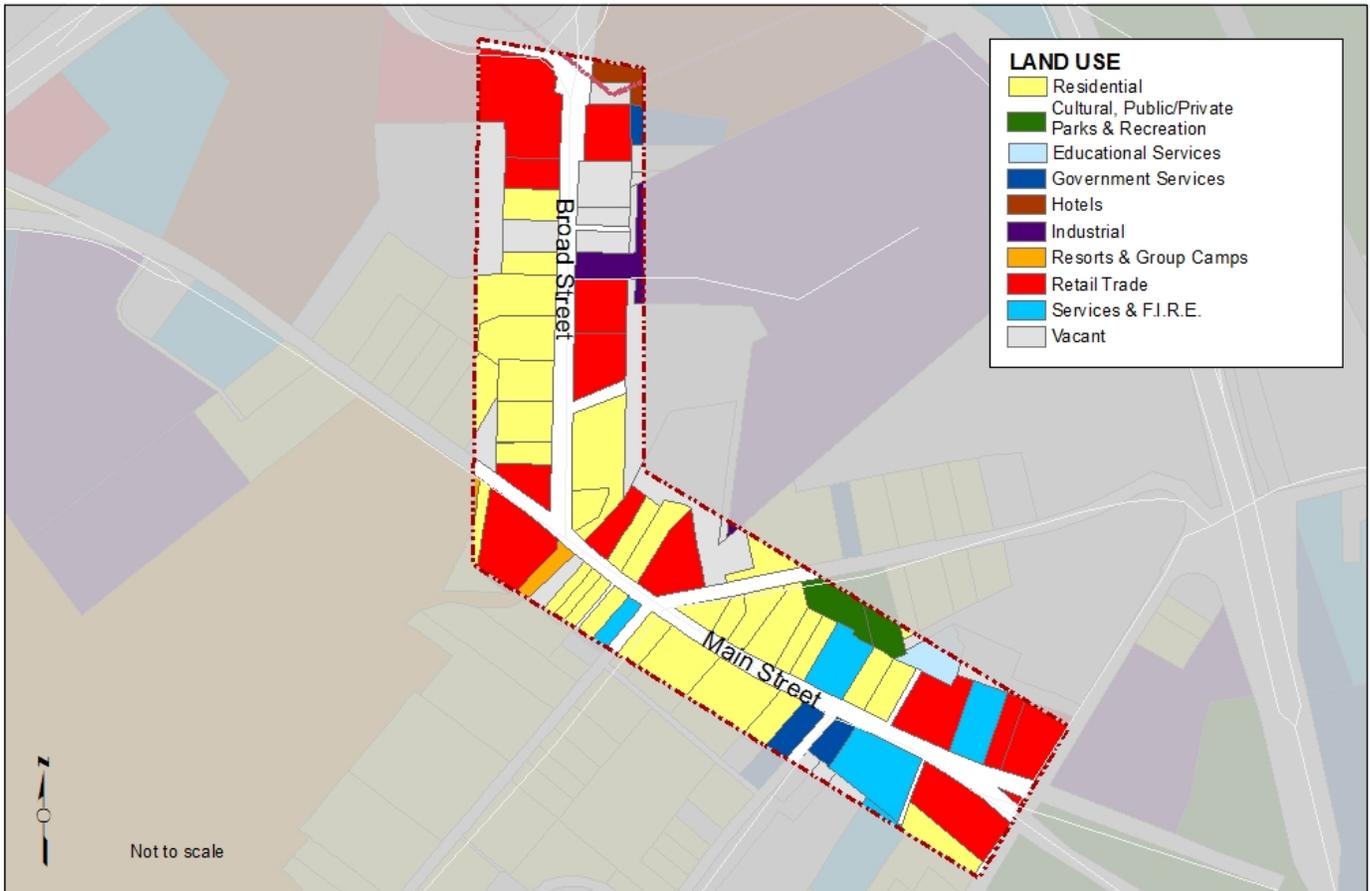


Photo 9: Church of the Mountain

Map 3: Existing Land Uses



The study area is located within the VC-1 Village Commercial Residential District and the VC-2 Village Center Business District.

A small southern portion of the study area is within the VC-1 District. The intent of this zoning district according to the Delaware Water Gap Zoning Ordinance is:

"To establish and preserve areas for commercial and resort facilities which are in close proximity to the major highway traveling public. These uses should minimize and/or buffer the incompatible portion of their activities from any nearby residential uses."

Residential uses such as single-family detached and two-family units are permitted by-right within this district. Apartments and planned residential cluster developments, and planned mobile home developments are permitted by Conditional Use. Forestry and parks are permitted by-right. Other uses permitted by-right include: general commercial uses, limited industrial uses and essential services. Uses permitted by Special Exception include: resort development, commercial indoor recreation, outdoor recreation, moderate scale home occupation, and conversions. Outdoor sports and recreation is permitted by Conditional Use.

The minimum required lot size in the VC-1 District is 22,500 square feet, with an average minimum lot area per dwelling unit of 7,500 square feet. Minimum required yards are 30 feet for front and rear yards and 20 feet for each side yard. The minimum required lot width is 100 feet.

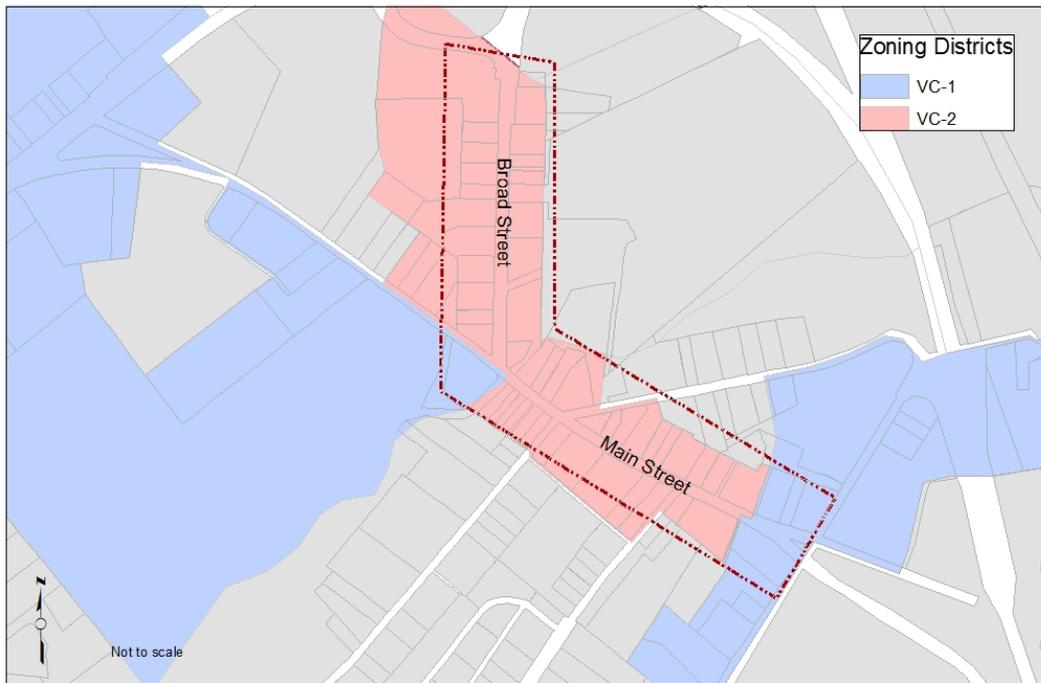
The majority of the study area is within the VC-2 District. The intent of this zoning district according to the Delaware Water Gap Zoning Ordinance is:

"To establish and preserve a compact business-related center while respecting the historic character of the buildings and the necessary ingredients for a hospitable, residential living environment within this Village Center Business District. The business and service commercial uses permitted will be suited primarily for the needs of travelers, tourists and vacationers. However, local commercial needs may also be accommodated."

Similar to the VC-1 District, residential uses such as single-family detached and two-family units are permitted by-right within this district. Apartments and planned residential cluster developments are permitted by Conditional Use. Forestry and parks are permitted by-right. Other uses permitted by-right include: general commercial uses and essential services. Uses permitted by Special Exception include: moderate scale home occupation, institutional uses, appropriate public uses and conversions.

The minimum required lot size in the VC-2 District is 4,500 square feet, with an average minimum lot area per dwelling unit of 4,500 square feet. Minimum required yards are 10 feet for front yards, 20 feet for rear yards and 6 feet for each side yard. The minimum required lot width is 35 feet.

Map 4: Existing Zoning



Vehicular Circulation

The main commercial corridor of the Borough of Delaware Water Gap is concentrated along Main Street (SR 611). The Subdivision and Land Development Ordinance does not provide a street classification chart. However, based on definitions found in the Ordinance it seems Main Street would be classified as a major street. A major street is defined as those streets "...which serve internal County movements and provide connections between traffic generators serving or anticipated to serve moderately heavy traffic volumes at a design speed of sixty (60) miles per hour." While the majority of this definition appears to apply to Main Street, the travel speeds does not seem to suit this road. The posted speed limit is 25 mph which is more appropriate for vehicles traveling through the downtown area. Even so, traffic routinely travels much faster than this, presenting a perceived hazard to the surrounding Borough and pedestrians.



Photo 10: Main Street

A smaller portion of the Borough's commercial businesses are located along Broad Street. Broad Street would be classified as a collector. A collector street is defined as those streets "...which intercept local streets, provide access to abutting properties and serve individual neighborhoods or areas and their function is to collect and distribute traffic to the local streets and to feed traffic into the major streets. They are anticipated to serve moderate traffic volumes and shall have a design speed of forty-five (45) miles per hour." Broad Street is also posted at 25 mph and provides access onto I-80, an east-west expressway.



Photo 11: Broad Street

While it does not appear that there are any extensive traffic issues within the Borough, it is clear that in order to promote pedestrian accessibility additional accommodations and safety measures especially at intersections are necessary.

Pedestrian Circulation

The downtown area of Delaware Water Gap is fortunate to have in place a fairly well connected pedestrian network. Main Street has sidewalks along both sides of the street, while Broad Street has a sidewalk along the south side of the street where the majority of businesses are located. There are several delineated pedestrian crosswalks at intersections and, as can be noted in Photo 10, there are pedestrian crossing signs to promote safe pedestrian movement and discourage excessive speeds along the main roads.

In addition to sidewalks, there are numerous opportunities for trails and walking paths - both existing and proposed.

While pedestrian facilities are available there is always room for improvements. Existing crosswalks should be repainted, additional pedestrian crossing signs should be placed along Main Street, and sidewalks should be kept clear of obstructions. In addition, it should be noted that visibility may pose some pedestrian safety concerns along Main Street. In certain spots it is difficult to see oncoming traffic due to hills and curves characteristic of SR 611 through the region. Fast moving traffic as well as a lack of clear visibility and other safety features make pedestrian travel along main roadways dangerous.



Photo 12: Pedestrian crossing



Photo 13: Sidewalk along Main Street

Public Transportation

The Monroe County Transit Authority (MCTA) Pocono Pony provides public transportation throughout the County and neighboring communities. MCTA offers four public fixed routes as well as a shared ride program.

Currently the Yellow Route provides access to the Borough. This route has stops in Stroudsburg, East Stroudsburg, Marshalls Creek, Delaware Water Gap Borough, Fernwood, and the Delaware Water Gap National Recreation Area. Passengers are also able to transfer in Stroudsburg to other routes.

The shared ride program assists users to access public transportation when a public fixed route is not possible. This program is available to users living more than a quarter mile from any public fixed routes or to those passengers who are unable to use the fixed route buses due to a disability.

In addition to these programs, MCTA provides three out of county loops; the North Loop provides transportation to Wilkes-Barre/Scranton, the South Loop provides transportation to Allentown/Bethlehem, and the Pike Loop provides transportation to Milford/Hawley.

Historic Resources

The Borough of Delaware Water Gap was settled in 1793 by Antoine Dutot. The natural beauty of the Gap began to draw people traveling through the area. Dutot began construction on a small hotel overlooking the Delaware River in 1829. After the eventual success of this first hotel new hotels began to sprout and become established in the Borough. Delaware Water Gap developed a national reputation for its resorts.

Access to the Borough was accomplished by road, trolley and rail. In 1823 a state road was constructed providing access through the Gap. The Mountain View Line was the trolley line which connected the Borough to Stroudsburg. Additional trolley lines was established connecting the Gap with the Lehigh Valley region and even as far south as Upper Darby, in the Philadelphia area. Original rail access was provided by the Delaware, Lackawanna and Western Railroad. The first train trips from New York to Delaware Water Gap were a six-hour excursion.

The Borough of Delaware Water Gap has a number of historic resources still standing today including the Deer Head Inn, the Glenwood, the Dutot Museum and Gallery, the Castle Inn and the Delaware Water Gap Station.

Streetscape Elements

Along with pedestrian sidewalks a number of other streetscape elements are employed to improve the character of the main commercial corridor.

A number of street trees are present within the Borough. Many are located within the designated right-of-way along Main Street. The presence of street trees creates an established, traditional feel to the Borough.



Photo 14: Street trees along Main Street

Lighting is another element that can create a traditional feel if the appropriate fixtures are used and applied properly. Street lighting along Main Street incorporates cobrahead style street lights as well as the more appealing lantern style street lights. Other lighting fixtures include those used to illuminate signs and standards located in front of individual houses and businesses.

The implementation of standards for street lighting, facade lighting and sign lighting would assist with enhancing the look and feel of the main street area.



Photo 15: Cobrahead style light fixture



Photo 16: Lantern style light fixture

Signage

A number of styles of signage are present within the Borough. The styles range from modern to more traditional looking signs located on buildings, in front of buildings, in building windows and hanging from buildings as well. Similar to lighting, the implementation of a set of standards would improve the appearance of the commercial corridor.



Photo 17: Hanging sign



Photo 19: Wall sign



Photo 18: Freestanding sign



Photo 20: Window sign

Other Details

Like many other Boroughs and Villages, Delaware Water Gap is full of details that identify and reinforce the small town character of the Borough. Following are examples of some of these details throughout the Borough:



Photo 21: Planter



Photo 23: Wall



Photo 24: Memorial



Photo 22: Gateway sign

Existing Features and Site Analysis Map

Insert map here

GOALS AND OBJECTIVES

The following goals and objectives are intended to be used as guides for the future development of the commercial corridor within the Borough of Delaware Water Gap.

Goals are general statements that reflect the overall vision of the Borough residents, property owners and board members as to what direction Delaware Water Gap Borough should take in the future.

Objectives are mini goals which will aide the Borough in fulfilling the major goals as they were compiled through the cooperation of residents, property owners, the steering committee, the Borough Council and the Planning Commission.

Goal 1: Maintain a strong small town identity and high quality of life for residents of the Borough.

Objectives:

- Maintain and encourage a sense of community among Village residents;
- Continue to support and program a variety of community events for residents of the Borough and surrounding community;
- Develop and maintain a walkable community;
- Improve and maintain safety and security for Borough residents and property owners.

Goal 2: Create a cohesive village identity and maintain Borough history.

Objectives:

- Continue to support Delaware Water Gap Chamber of Commerce;
- Promote and publicize Borough businesses, activities and other positive aspects of Delaware Water Gap;

- Ensure a variety of programming and activities for the Borough and community residents and ensure adequate planning and advertisement of such activities;
- Use programmed activities and events as a means to create publicity for local businesses, institutions, organizations and the Borough in general;
- Implement a variety of seasonal decorations such as banners, lighting, landscaping, or signs that complement the small town feel of the Borough and draw attention to the Borough focal points and upcoming activities;
- Implement a palette of design standards for sidewalks, pathways, amenities and public properties so that public improvements match the desired look and feel of the Borough;
- Increase awareness of Borough history through documentation, signage, and historically accurate renovations of important features throughout the Borough.

Goal 3: Plan for appropriate commercial and residential development along Main and Broad Streets.

Objectives:

- Implement a land use plan which clearly defines areas for different types and mixes of land uses and the specific land uses to be permitted within the commercial corridor;
- Encourage a thriving mix of commercial uses that provide benefit to the surrounding community and fit within the overall identity of the Borough;
- Encourage a mix of residential land uses including apartments above businesses, and small single-family lots in keeping with the desired look and feel of the Borough;
- Encourage redevelopment of vacant properties and storefronts.

Goal 4: Maintain and encourage a high level of care for properties and the appropriate adaptive reuse of existing structures along the commercial corridor.

Objectives:

- Encourage the adaptive reuse of existing structures along the commercial corridor in a way that emphasizes the traditional look and feel of those existing structures;
- Encourage property owners to rehabilitate and care for abandoned and rundown properties and structures.

Goal 5: Provide safe, comprehensive pedestrian circulation in and around the Borough.

Objectives:

- Improve structural integrity of existing sidewalks along the commercial corridor;
- Improve existing safety features (i.e., crosswalks, signage and lighting) and implement new safety features such as traffic calming measures to ensure the safety of pedestrians;
- Implement measures to reduce traffic speed and increase vehicular safety along Main Street in the Borough;
- Connect any new commercial, residential or other development to existing pedestrian pathways and sidewalks;
- Connect pedestrian pathways and sidewalks to existing and proposed trails and pathways throughout the Borough and the surrounding area.

RECOMMENDATIONS

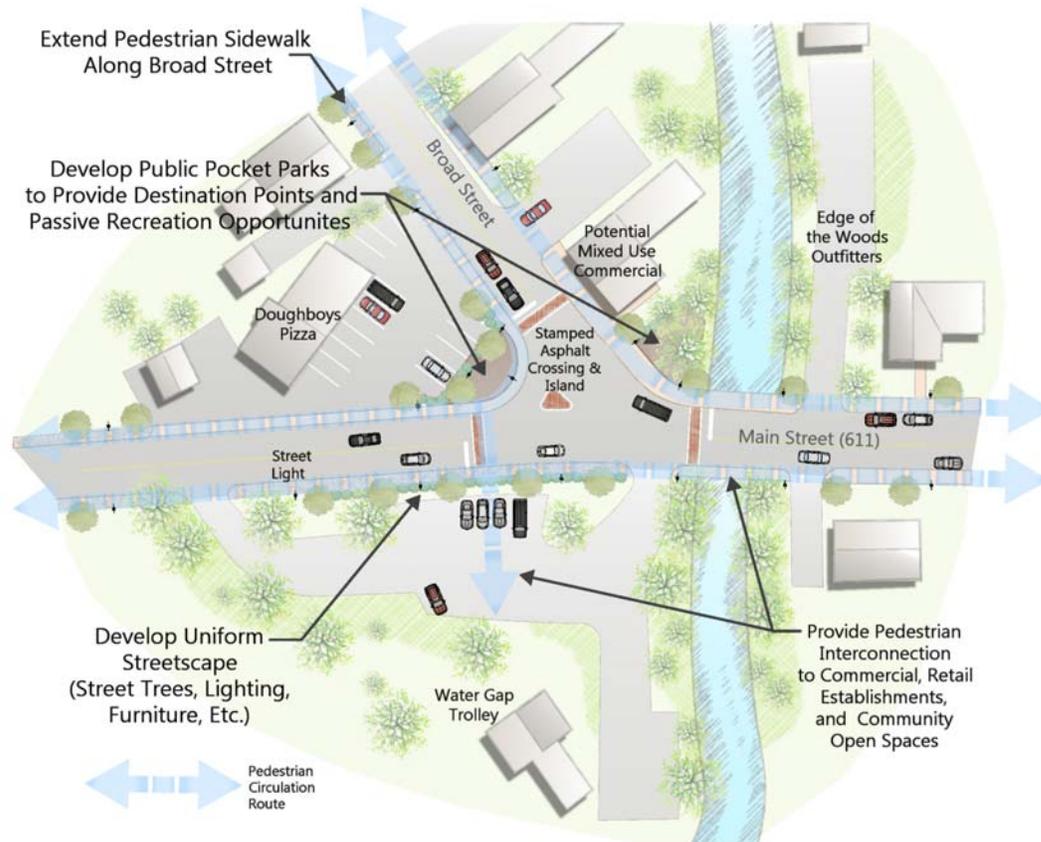
Land Uses

In order to revitalize the Borough’s downtown commercial corridor a balance between appropriate commercial uses and residential uses along with pedestrian amenities must be achieved. We recommend the implementation of a land use plan which would identify the different types and mixes of businesses and other uses that are desirable within the study area. A variety of methods to encourage the adaptive reuse of structures and properties should be considered, and an analysis of the appropriateness of current zoning district regulations should be undertaken. Permitted land uses and lot standards within the VC-1 and VC-2 Districts should be thoroughly analyzed and any changes required to meet the goals and objectives of this study should be considered. It should be noted that the Borough has begun the process of

amending the zoning ordinance to encourage mixed use development.

Vehicular Circulation

Traffic and speed studies should be undertaken, as well as an analysis of other factors affecting traffic safety, to determine the feasibility of implementation of various traffic calming and traffic safety measures. Traffic calming measures including, but not limited to, speed tables, gateways, curb extensions, textured crosswalks, and other measures should be implemented as appropriate to reduce speed of traffic through the Borough. We recommend traffic safety improvements to the intersections of Main Street and Broad Street, and Main Street and Mountain Drive such as clearly delineated pedestrian crosswalks and traffic control signage.

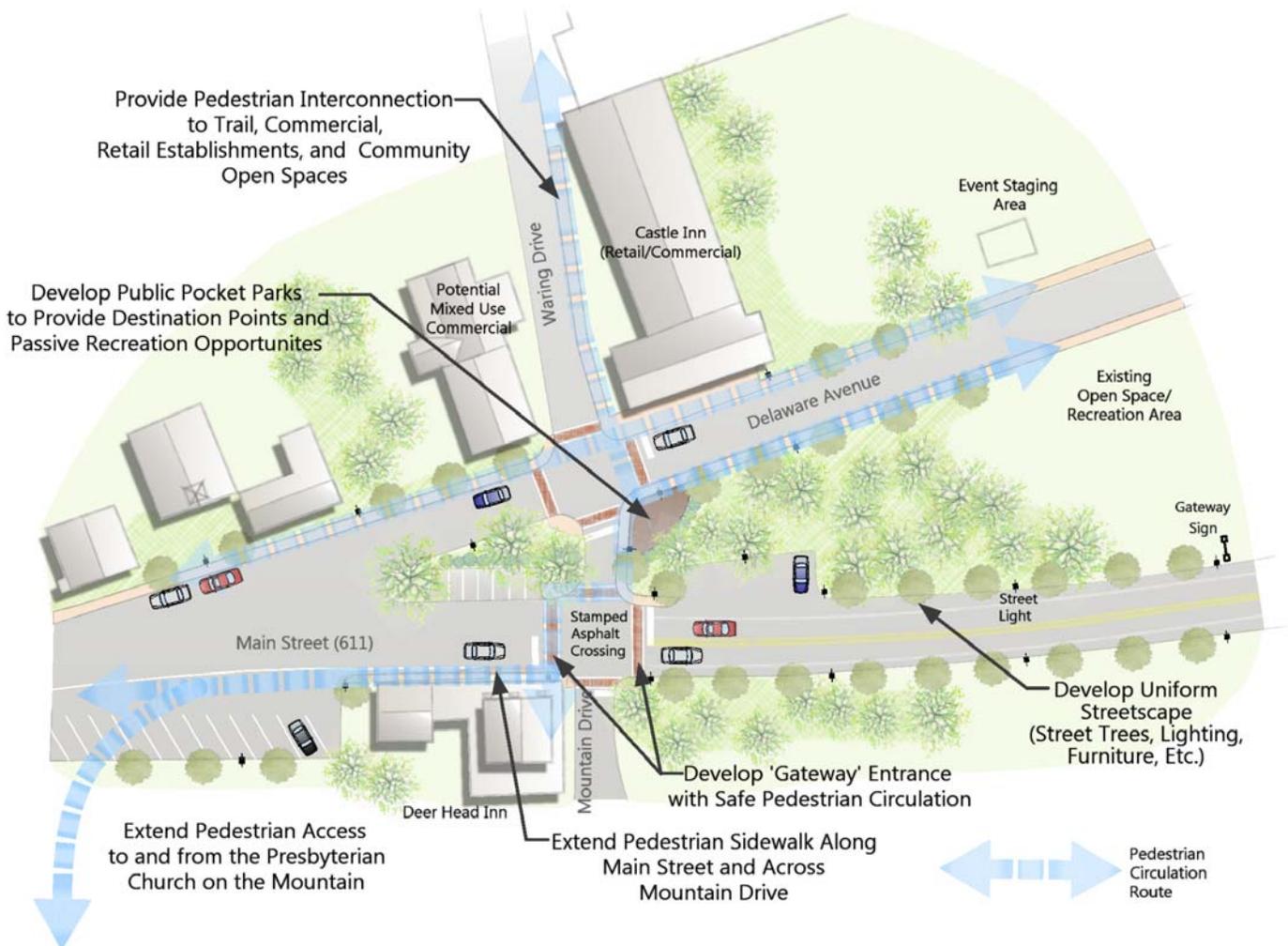


Proposed Improvements at the Intersection of Main and Broad Streets

Pedestrian Circulation

The Borough's downtown commercial corridor is a small area that is conducive to pedestrian foot traffic provided that safe pedestrian access is available. There are some pedestrian connections within the study area such as sidewalks and crosswalks. However, these elements require improvements. We recommend crosswalks be repainted and those crosswalks at major intersections include additional improvements such as unique patterns to clearly identify the

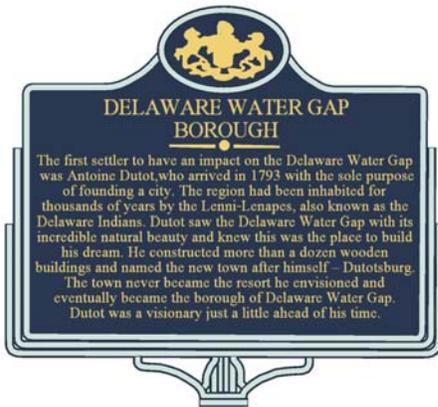
crosswalk area, and signage and lighting to ensure adequate visibility from traffic. The option of using raised crosswalks should be explored. The implementation of a comprehensive pedestrian network, including sidewalks on both sides of all streets even beyond the study area boundary, and pedestrian pathways connecting to trails, activity nodes and residential areas should be undertaken. These pathways should be sure to expand to connect all future development.



Proposed Improvements at Main St. Southern Gateway Entrance

Historic Resources

In order to assist property owners that may desire to enhance the traditional appearance of their existing properties, it is recommended that optional design standards regarding façade appearance and lot layout be prepared. The recommendations should not be overly uniform, but should provide recommendations on styles, materials, detailing, and other aspects to encourage an overall impression that will contribute to the traditional look and feel of the Borough. Methods for assisting with and encouraging the preservation of existing buildings should be explored. Aspects of the history of the Borough should be celebrated through the use of historic signage, protection of significant traditional features, and the preservation of important structures.



Typical Historic Marker

Signage

We recommend the implementation of signage standards for directional signs, wayfinding signs, and locational signage. Standards should suggest optional signage styles for private signage throughout the study area that will contribute to the traditional look and feel of the Borough. Wayfinding signage should be provided along pedestrian pathways or within pocket parks (see Appendix A) to direct residents and visitors to activity nodes and businesses.



Typical Wayfinding Signage

Site Furnishings/Amenities

We recommend the use of site furniture such as benches, waste cans, bollards, bike racks, pet waste containers, and other site furniture as needed throughout the Borough (see Appendix A). Furniture should be of a style that complements the traditional feel of the Borough. The use of seasonal decorations throughout the study area should also be explored such as seasonal flower baskets hanging from lamp posts, seasonal banners on lamp posts, lighting, and other decorations.

Street Trees

It is recommended that street trees be added where they are not already existing throughout the study area. Street tree requirements should be added to the subdivision and land development ordinance. Native tree species that develop a larger, more stately form should be used where appropriate.

Village Study Plan

Insert map here

ACTION PLAN

Goal 1: Maintain a strong small town identity and high quality of life for residents of the Borough.

<i>Objective</i>	<i>Action Item</i>	<i>Priority⁴</i>
Maintain and encourage a sense of community among Village residents	Develop a community identity by becoming a designated Appalachian Trail Community	High
	Coordinate all public design efforts along Main and Broad Streets to have varied design features, but to still create a cohesive visual image	Medium
	Encourage all new business owners and residents to become active in Borough organizations, events, activities, and other areas of "Borough life"	Medium
	Encourage people to use their areas of expertise (architecture, gardening, event organization) for the overall benefit of the Borough	Medium
Continue to support and program a variety of community events for residents of the Borough and surrounding community	Program a variety of events for people to gather as a community	High
	Maintain an up-to-date Borough website which advertises upcoming events and activities	High
	Implement a comprehensive programming plan for the Borough. Schedule community events; seasonal, holiday and yearly events; and events celebrating the traditional nature and history of the Borough	Medium
	Coordinate with the Appalachian Trail Conservancy and other groups or organizations that may host events related to the Delaware Water Gap National Recreation Area and the Appalachian Trail	Medium
Develop and maintain a walkable community	Implement design standards for sidewalks and pedestrian pathways including dimensioning, materials, buffering and amenity locations	High
	Identify connections between the Borough downtown area and destination points i.e., Welcome Center, Water Gap Country Club, local parks and recreation areas	High
	Create an Official Map to identify the location of proposed sidewalks (north side of Broad Street)	High
	Seek and obtain grants for planning and developing pedestrian connections	High
	Implement a maintenance plan for all pedestrian facilities to improve the shape of existing sidewalks and to keep new sidewalks and paths in good repair	Medium

⁴ High Priority is to be completed within the next year, Medium Priority is to be completed within the next two to five years, Low Priority is to be completed between five and ten years after plan adoption.

	Implement traffic calming features in conjunction with crosswalks and other pedestrian features	Medium
	Design and implement a series of wayfinding signs directing pedestrians to areas of interest and indicating the length of trails	Medium
Improve and maintain safety and security for Borough residents and property owners	Encourage residents to take action by reporting suspicious activity through anonymous drop-boxes, places where they can comfortably and anonymously report crimes in the area	High
	Ensure adequate lighting is provided	High
	Consider partnering with neighboring municipalities to create a joint police force	Medium
	Develop an ordinance or guideline which establishes local Crime Prevention Through Environmental Design (CPTED) standards	Medium

Goal 2: Create a cohesive village identity and maintain Borough history.

<i>Objective</i>	<i>Action Item</i>	<i>Priority⁵</i>
Continue to support Delaware Water Gap Chamber of Commerce	Encourage new business owners to become active members	High
	Revamp the chamber of commerce website to clearly identify the role of the Delaware Water Gap Chamber of Commerce. Adopt a mission statement.	High
	Encourage representatives of the Chamber of Commerce to work with the Mayor and Borough Council to develop pro-business initiatives	High
Promote and publicize Borough businesses, activities and other positive aspects of Delaware Water Gap	Partner with the Visitor's Center and other regional tourism promotion agencies (Pocono Mountains Vacation Bureau) on a regular basis to promote local attractions, as well as, events and activities	High
	Utilize current technology and social networking sites to promote the Borough	High
Ensure a variety of programming and activities for the Borough and community residents and ensure adequate planning and advertisement of such activities	Review current programming and activities happening in the Borough. Analyze the success of each event and the reasons behind its success.	High
	Survey residents regarding what types of programs, activities, and events they would like to see in the Borough	High
	Maintain a "calendar of events" page on the Borough website	High
Use programmed activities and events as a means to create publicity for local businesses, institutions, organizations and the Borough in general	Have local businesses, institutions and organizations sponsor activities and events	High
	Implement a "First Friday" or similar event where once a month all local businesses are open late into the evening and host special events, and offer discounts.	High
Implement a variety of seasonal decorations such as banners, lighting, landscaping, or signs that complement the small town feel of the Borough and draw attention to the Borough focal points and upcoming activities	Develop a compilation of seasonal decorations that appeal to the Borough. Take photographs or notes on decorations that are used in other towns that are appealing.	High
	Assign a group, department or organization responsible for maintaining the decorations	High

⁵ High Priority is to be completed within the next year, Medium Priority is to be completed within the next two to five years, Low Priority is to be completed between five and ten years after plan adoption.

Implement a palette of design standards for sidewalks, pathways, amenities and public properties so that public improvements match the desired look and feel of the Borough	Implement design standards for sidewalks and pedestrian pathways including dimensioning, materials, buffering and amenity locations	High
	Implement a palette of site furniture including styles, types, colors and materials permitted for public site improvements. Ensure that specified furniture will enhance the desired look and feel of the Borough while being functional and long-lasting	High
	Implement a palette of design standards for signage. Include recommendations for signage styles, colors, sizes, etc. to add to the desired traditional look and feel of the Borough.	High
	Implement buffering, decorative landscaping and other landscape standards for dwellings, businesses and other land uses	Medium
Increase awareness of Borough history through documentation, signage, and historically accurate renovations of important features throughout the Borough	Work to conserve and protect significant traditional resources and to determine which aspects of the Borough should be commemorated through monuments, interpretive signage, information dissemination, community events, and conservation and preservation	Medium
	Implement a program to provide plaques depicting the traditional name of buildings with the date constructed to be installed next to the doors of traditional structures	Medium
	Install interpretive signage at the locations of historic features or events	Medium
	Encourage property owners to preserve traditional properties, acquire traditional properties and preserve them as Borough property, and work with preservation foundations or institutions to preserve properties	Low

Goal 3: Plan for appropriate commercial and residential development along Main and Broad Streets.

<i>Objective</i>	<i>Action Item</i>	<i>Priority⁶</i>
Implement a land use plan which clearly defines areas for different types of land uses and the specific land uses to be permitted within the commercial corridor	Update the Borough Comprehensive Plan and future land use plan in order to ensure the appropriate and desired land uses are located along the study area, as well as, throughout the Borough.	High
Encourage a thriving mix of commercial uses that provide benefit to the surrounding community and fit within the overall identity of the Borough	Encourage the location of businesses that will draw customers from the surrounding community	Medium
	Survey existing businesses to identify problems and determine how the business is performing	High
	Streamline business permitting processes	High
Encourage a mix of residential land uses including apartments above businesses, and small single-family lots in keeping with the desired look and feel of the Borough	Implement changes to the Zoning Ordinance to encourage the location of dwelling units above businesses within the study area	High
	Implement changes as recommended by the Monroe County Planning Commission regarding the revitalization of commercial areas which emphasizes mixed use development	Medium
Encourage redevelopment of vacant properties and storefronts	Identify areas and properties where redevelopment is desired	High
	Identify potential barriers to redevelopment and work to eliminate or lessen those barriers	High
	Audit any codes associated with infill and redevelopment projects to determine where a particular code or regulation inhibits redevelopment processes	Medium
	Update the Comprehensive Plan to encourage redevelopment	High

⁶ High Priority is to be completed within the next year, Medium Priority is to be completed within the next two to five years, Low Priority is to be completed between five and ten years after plan adoption.

Goal 4: Maintain and encourage a high level of care for properties and the appropriate adaptive reuse of existing structures along the commercial corridor.

<i>Objective</i>	<i>Action Item</i>	<i>Priority</i> ⁷
Encourage the adaptive reuse of existing structures along the commercial corridor in a way that emphasizes the traditional look and feel of those existing structures	Develop a "traditional town center" overlay district to be adopted as part of the Borough Zoning Ordinance establishing performance standards oriented towards infill and redevelopment	Medium
Encourage property owners to rehabilitate and care for abandoned and rundown properties and structures	Create a code enforcement position within the Borough to enforce building codes	High
	Require a certificate of occupancy inspection on rental properties for either/both change of ownership or tenant turnover	Medium
	Provide property owners with a resource guide identifying potential funding sources to assist in property rehabilitation	Medium

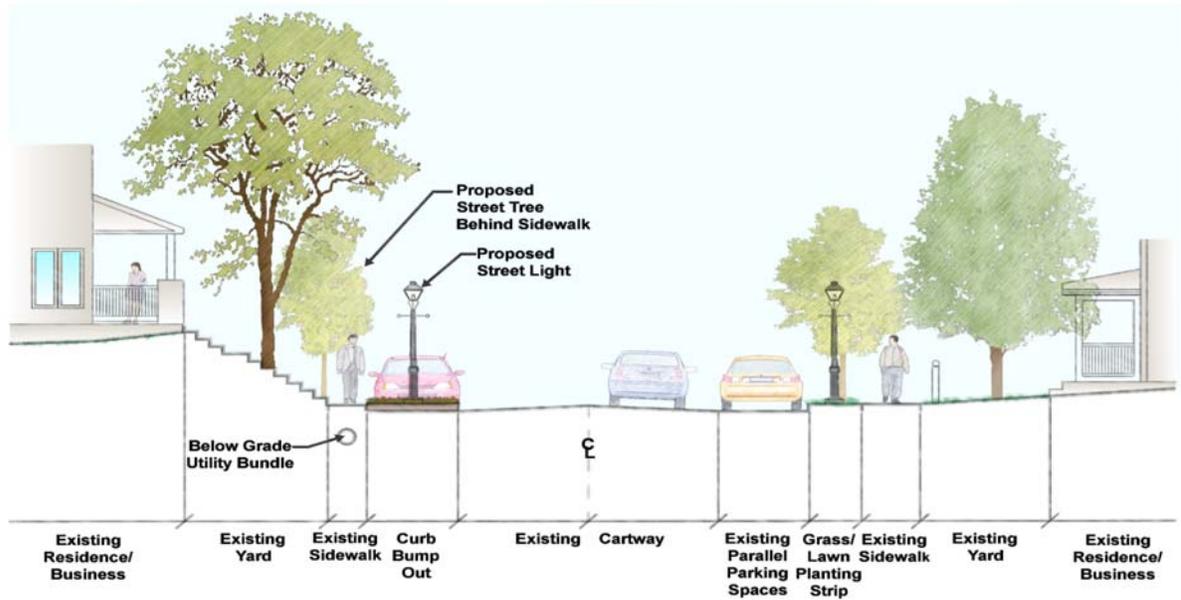
⁷ High Priority is to be completed within the next year, Medium Priority is to be completed within the next two to five years, Low Priority is to be completed between five and ten years after plan adoption.

Goal 5: Provide safe, comprehensive pedestrian circulation in and around the Borough.

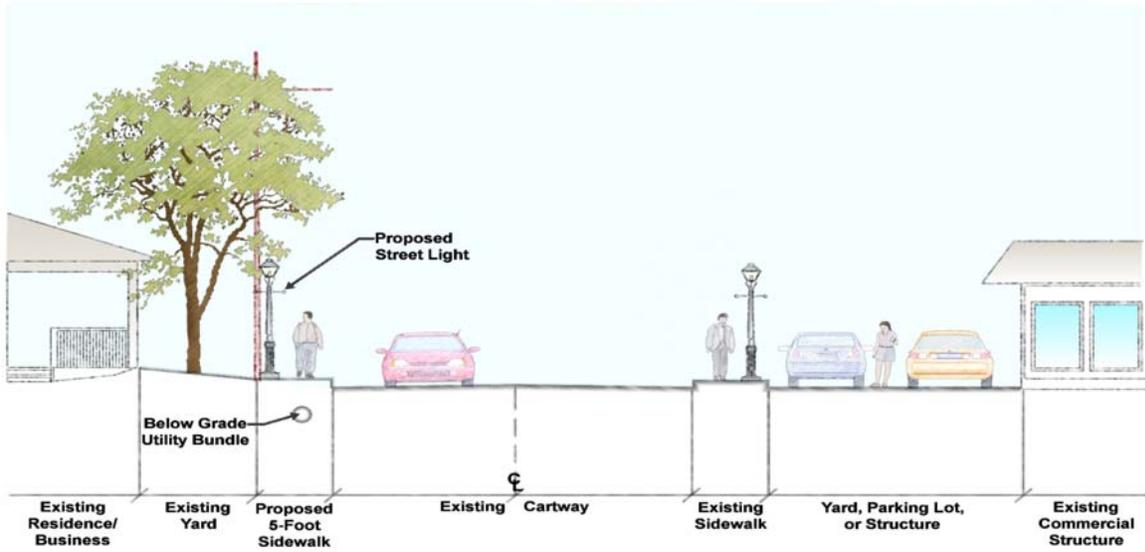
<i>Objective</i>	<i>Action Item</i>	<i>Priority⁸</i>
Improve structural integrity of existing sidewalks along the commercial corridor	Apply for and obtain funding for the planning and installation of pedestrian facilities and improvements	Medium
	Implement a maintenance plan for all pedestrian facilities to improve the shape of existing sidewalks	Medium
Improve existing safety features (i.e., crosswalks, signage and lighting) and implement new safety features such as traffic calming measures to ensure the safety of pedestrians	Perform a traffic study looking at traffic speeds, hazards, optimum pedestrian crossing areas, and intersection improvements to improve pedestrian safety	Medium
	Prepare an overall plan for pedestrian circulation and safety	Medium
	Implement traffic calming features in conjunction with crosswalks and other pedestrian features	Medium
	Install appropriate signage and lighting at crosswalks and areas where pedestrian paths come close to roadways and traffic areas	Medium
Implement measures to reduce traffic speed and increase vehicular safety along Main Street in the Borough	Perform a traffic study looking at traffic patterns and speeds through the study area	Medium
	Design and locate traffic calming devices as appropriate along Main Street	Medium
	Obtain funding for the design and installation of traffic calming devices	Medium
	Periodically monitor traffic after the installation of these devices to ensure that they are effective and make adjustments as necessary	Low
Connect any new commercial, residential or other development to existing pedestrian pathways and sidewalks	Implement requirements that all new development be connected or able to easily access the pedestrian network	Medium
	Ensure that new additions to the pedestrian network are implemented as part of an overall cohesive plan	Low
Connect pedestrian pathways and sidewalks to existing and proposed trails and pathways throughout the Borough and the surrounding area	Continue to partner with the County and adjacent municipalities to connect trails and pathways into a regional network	High

⁸ High Priority is to be completed within the next year, Medium Priority is to be completed within the next two to five years, Low Priority is to be completed between five and ten years after plan adoption.

Appendix A: Design Elements/Conceptual Details



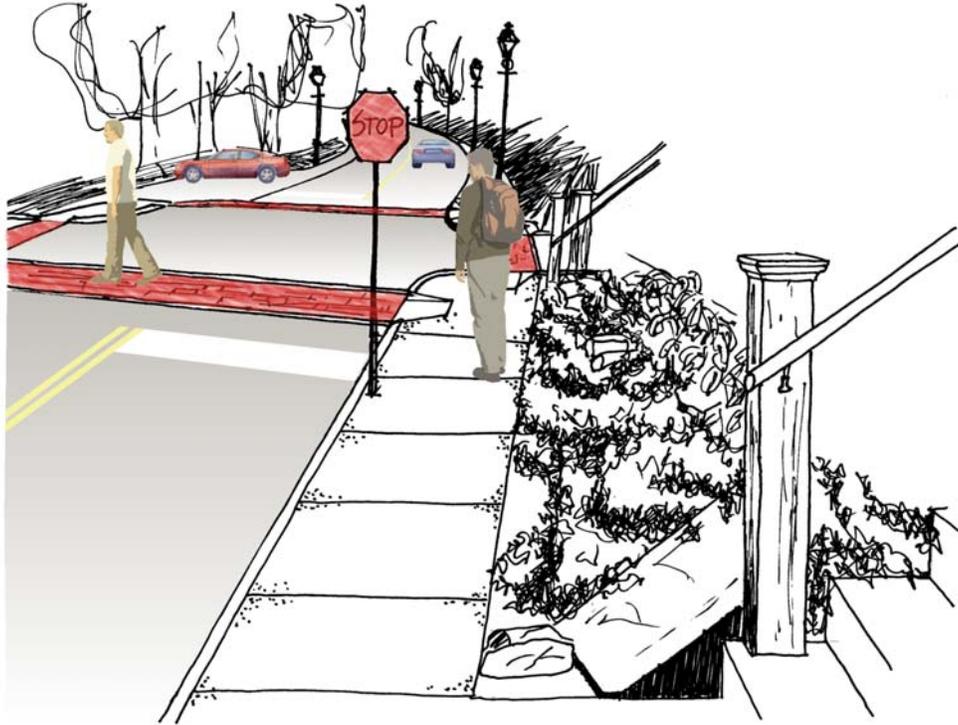
Main St. (SR 611 Facing North) Existing



Proposed Typical Street Cross Section for Broad St.
(Facing East)
Not to Scale



Broad St. (Facing East) Existing



Proposed Pedestrian Crossing Improvements in Front of Deer Head Inn



Existing Pedestrian Crossing in Front of Deer Head Inn

Proposed Site Furniture

[home](#) [about us](#) [contact us](#)

 **KenCoat™ Brand of Products...**
Adding Style & Quality to America's Landscape, at an affordable price!!

What's New Products Ordering Information Custom Engraving Request A Catalog Locations

Santa Fe Bench



Surface Pattern: Santa Fe

Model Number: 95SF06SM

Size: 4', 6'

Mounting Option: Portable / Surface Mount

Colors: Select from Group B or C

Additional Options: Center Arms, Skateboard Inhibitors

Coordinating Accessories: Litter & Ash Receptacles, Planter Box

Proposed benches

[home](#) [about us](#) [contact us](#)

 **KenCoat™ Brand of Products...**
Adding Style & Quality to America's Landscape, at an affordable price!!

What's New Products Ordering Information Custom Engraving Request A Catalog Locations

Gated Bike Rack



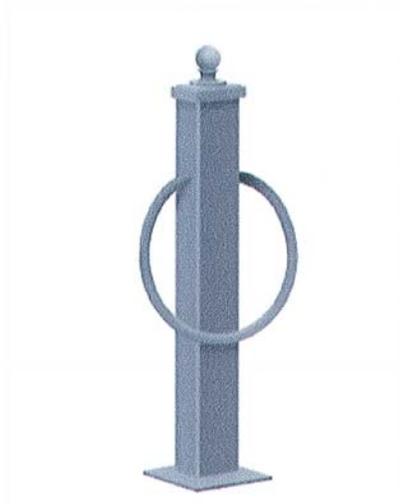
Model Number: 790G-9SM

Capacity: 3, 5, 7, 9

Colors: Select from Group B

Proposed bike racks

Bollard Bike Rack w/Circle



Model Number: 790B-2SM

Capacity: 2

Colors: Select from Group B

Proposed bollards

Boulevard 32 Gal Receptacle w/V Liner w/Flat Top



Model Number: 74BL32SM-VL-FT

Style: Boulevard

Size: 32 Gallon (Nominal)/44 Gallon (Nominal)

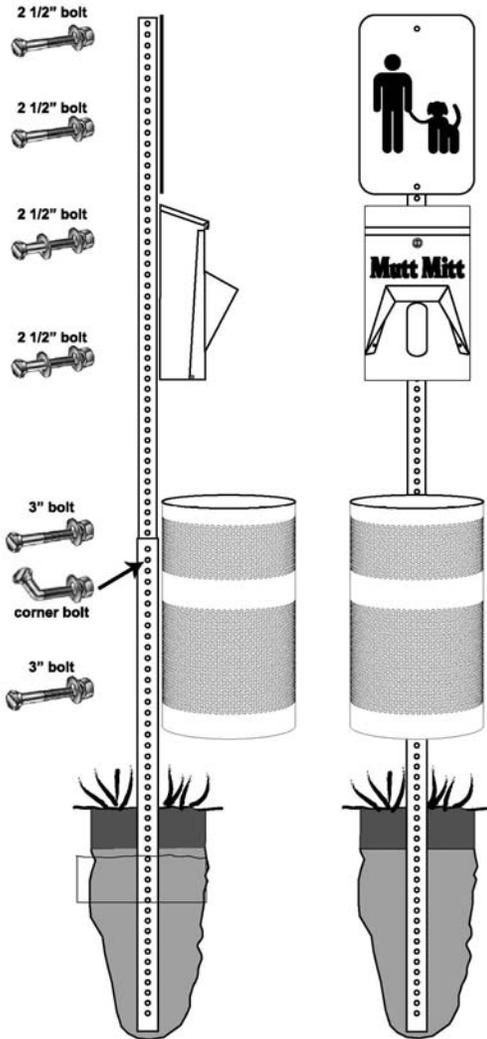
Tops: Flat Top / Rain Bonnet / Ash Urn

Colors: Select from Group B or C

Ash Receptacle:
Size: 10 Gallon (Nominal)

Colors: Select from Group B or C

Mutt Mitt[®] Station Installation Instructions



- 1 Setting the Post**
Place 4' post (2" square) in a hole 18" deep. Position and anchor post using temporary supports. Fill hole with concrete mix to a few inches below finish grade. Pour water and allow it to soak in. After concrete is cured, level hole with excavated material.
- 2 Completing the Post**
Insert 5' post (1.75" square) into 4' post and align holes. Insert corner bolt in the second hole from top of 4' post. The bolt should extend through the back of the post.
- 3 Adding Station Components**
Attach sign starting in upper most hole of post. Attach the dispenser approximately 1 or 2 inches below sign. Attach waste receptacle approximately 6 inches from ground.

Before You Start

Please read all instructions before you start. Remove and retain corner bolt. Lay out the station components to determine positioning (including post overlap). Be sure to factor in the positioning of the waste receptacle. If your waste receptacle has a lid, allow enough room for the lid to open with proper clearance.

Hardware Summary

- 5 - 2 1/2" bolts (1/4")
- 2 - 3" bolts (1/4")
- 1 - 2" corner bolt (5/16")
- 9 - flat washers
- 6 - nuts (1/4")
- 1 - nut (5/16")

Tips: To reduce vandalism place the station several steps from the path. Avoid placing stations near playgrounds and watering fountains.

Intelligent Products, Inc. • P.O. Box 626 • Burlington, KY 41005
www.MuttMitt.com • 1-800-697-6084 • mail@pimitts.com

Mutt Mitt

Appendix B: Community Visioning Data

*Indicates top three responses

<i>Question #1: Currently, what do you like most about Delaware Water Gap Borough?</i>		
Group 1 Responses		# of Votes
1	Proximity to National Park	4
2	Small town/sense of community	7*
3	The way the community takes care of each other	2
4	The size of the town	0
5	Artistic culture	5
6	Accessible yet isolated from NY, NJ, and Stroudsburg	8*
7	Inspiring	1
8	Picturesque	2
9	Affordable to live here	1
10	Proximity to trails	0
11	Historical nature of the town	9*
12	Lovely people	1
Group 2 Responses		# of Votes
1	Close knit community	2
2	Well organized/community minded	1
3	Big variety of small businesses for a small town	2
4	History of town	5
5	Location - vicinity to parks and Appalachian Trail	2
6	Secluded, avant-garde type town	0
7	Creatively energized community	5
8	Natural beauty/scenery	9*
9	Park-like setting	1
10	Small town lifestyle with big time opportunities in outstanding location creates best kept secret in the Poconos	10*
11	Short commute/access to I-80	0
12	Warm, friendly, affordable	6*
13	World class jazz talent	3
Group 3 Responses		# of Votes
1	Scenery	0
2	Small town feel - people know one another and care	2
3	Deer Head Inn	7*
4	Potential of Castle Inn	7*
5	Location - accessibility to urban areas but still remote	3
6	Proximity to river and National Park	4
7	Proximity to outdoor amenities	2
8	Smart, friendly people	1
9	Musical culture and artistic culture	9*

Question #2: Currently, what do you like least about Delaware Water Gap Borough?

Group 1 Responses		# of Votes
1	Lack of safe pedestrian accessways	5
2	Lack of businesses	6*
3	Inadequate signage for businesses	0
4	Lack of development (commercial)	2
5	Lack of tax base for infrastructure development	2
6	"Eyesores" on Main Street	11*
7	Lack of police presence	7
8	Lack of commercial parking	0
9	Lack of investors	2
10	Hostile attitude toward new/existing businesses from Council	10*
Group 2 Responses		# of Votes
1	Lack of businesses, unclear if businesses are open/when open	3
2	Sidewalks uneven, difficult to navigate	5*
3	More and better signage for businesses	10*
4	Crime getting worse	5*
5	Lack of parking	4
6	Lack of curb appeal along Main Street	6*
7	Not a "destination" area	1
8	Lack of identity	2
9	Lack of visibility/access	1
10	Diminished private residential ownership	4
11	Inability to balance small town lifestyle with thriving business community	2
12	High speed traffic	0
13	Not enough traffic to support businesses to draw traffic	4
Group 3 Responses		# of Votes
1	Personal influence of Council members on commerce (commercial uses)	2
2	Main Street	3
3	Lack of walkability on Broad Street	1
4	Lack of law enforcement	2
5	Discouragement of businesses on Main Street	7*
6	Lack of shopping options	2
7	Overabundance of street signs (i.e. no parking signs, etc.)	1
8	Lack of commercial parking	3
9	Laird property vacancy	5*
10	Rundown residential properties	8*

Question #3: What would you want to preserve/maintain about/in Delaware Water Gap Borough for the future?

Group 1 Responses		# of Votes
1	Our history/landmarks	8*
2	Quietness of the town	1
3	Maintain small town sense of community while encouraging development	11*
4	Preserve the culturally diverse community (food, music, art, nature)	9*
5	Trees	3
6	Spirit of the community	0
7	The Jazz Festival (i.e. the festivals we already have to celebrate community and bring people to town)	8*
Group 2 Responses		# of Votes
1	Sense of history	0
2	Small town feel	0
3	Small town character with blend of businesses and arts	13*
4	Beautiful small town residential community	2
5	Entrepreneurs, businesses that enhance the character of the community	5
6	Main Street itself	3
7	Natural areas	3
8	Natural beauty	4
9	History of town	0
10	Historical essence of town	7*
11	Community spirit	6*
12	Architecture and historic architecture	5
Group 3 Responses		# of Votes
1	Ice cream shop	3
2	Historic feel of the Borough	6*
3	Encourage small town commercial uses	0
4	Appreciation of existing businesses	2
5	Continued support of artistic venues and events	5
6	Preservation of quality people and establishments	7*
7	Preservation of hotels and eateries	2
8	Small town feel	1
9	Trolley	2
10	Preserve connections to river, trails, and parks	8*

Question #4: What would you want to change about/in Delaware Water Gap Borough for the future?

Group 1 Responses		# of Votes
1	See the town be less resistant to change and more business friendly	0
2	Repair/replace sidewalks	5
3	Aggressively pursue the "right" businesses and provide incentives to bring them to town	7*
4	Want Council to be open-minded to new ideas	2
5	See the town be more open to new ideas	0
6	Remove attitudinal and zoning impediments to small businesses	7*
7	Park for our kids	0
8	Need more parking	1
9	Not use parking problem as an excuse to limit business	2
10	Bring back park, pool, and basketball court for kids	2
11	Need to celebrate more	1
12	Define maintenance of public/private areas (i.e. sidewalks)	3
13	Better enforcement of existing traffic regulations (i.e. speeding, running lights)	6*
14	Peace	0
Group 2 Responses		# of Votes
1	More of a destination for people to seek out	1
2	More open stores, restaurants	2
3	Market/highlight natural areas and other opportunities the Borough provides	4
4	Preserve architecture, natural beauty of town and surrounding areas	6
5	Arrest/reverse creeping blight on Main Street	8*
6	More cohesive plan for promoting the whole area	3
7	Make more user-friendly (i.e. sidewalks)	6*
8	Community beautification projects	0
9	Increase community involvement	1
10	More guidelines for property owners	0
11	Beautification committee	3
12	Connecting Visitors Center with town both physically and through marketing/better information	4
13	Water supply issues corrected	8*
14	Connection between existing businesses while maintaining architecture	2
Group 3 Responses		# of Votes
1	Running the trolley in town as public transportation option	2
2	Utilize eminent domain	0
3	More small local businesses along Main Street	6*
4	Higher standards in appearance	1

Group 3 Responses continued		# of Votes
5	Design guidelines for a cohesive Main Street	4
6	Rental property guidelines to prevent aesthetic deterioration	5
7	Enforcement of building codes	1
8	Increase in law enforcement	6*
9	More supportive Council	1
10	Streetscape improvements	7*
11	Traffic calming	5

APPENDIX C: FUNDING SOURCE INFORMATION

Pennsylvania Department of Transportation (PennDOT)

Pennsylvania Infrastructure Bank (PIB) Loan

The Pennsylvania Infrastructure Bank (PIB) is a PennDOT-operated program that provides low interest loans to help fund transportation projects in Pennsylvania. The interest rate on PIB loans is fixed at one-half the prime lending rate with terms up to 10 years. Most capital projects are eligible, but construction projects receive the highest priority for funding. Eligible projects include, but are not limited to, roadway improvements, traffic signals and signage, and traffic calming and pedestrian crossing improvements.

There is no set minimum or maximum loan amount. Applications may be submitted at any time and are considered on an ongoing basis.

Contact: Mr. James A. Smedley
Pennsylvania Department of Transportation
Center for Program Development and Management
P.O. Box 3365
Harrisburg, PA 17105-3365
Phone: (717) 772-1772
Fax: (717) 787-5247
E-mail: jmedley@state.pa.us

Safe Routes to School (SRTS) Program

PennDOT makes federal-aid highway funds available to school districts, schools, municipalities, county government, and planning partners to address infrastructure projects that provide safer walking and bicycling routes. Eligible infrastructure projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including: sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, or traffic diversion improvements in the vicinity of schools.

The SRTS program is a 100 percent reimbursement program, which means program funds are intended to reimburse project costs incurred by the project sponsor.

Contact: Chris Metka
Safe Routes to School Coordinator
Phone: (717) 787-8065
E-mail: cmetka@pa.gov

Pennsylvania Department of Community and Economic Development (DCED)

Neighborhood Assistance Program and Special Program Priorities (NAP/SPP)

Tax credit program to encourage businesses to invest in projects which improve distressed areas. Eligible projects for NAP must serve distressed areas or support neighborhood conservation and must fall under one of the following categories: affordable housing programs, community services, crime prevention, education, job training or neighborhood assistance. Eligible projects for SPP must serve distressed areas or support neighborhood conservation and must fall under one of the following categories: flood/disaster

recovery efforts that received a declaration by the President, integrated weatherization and housing rehabilitation, mortgage foreclosure prevention, blight elimination, diversity initiatives, Marcellus Shale initiatives.

Eligible applicants include non-profit neighborhood organizations.

Tax credits equal 55% of project for NAP.

Tax credits equal 75% of approved project for SPP.

Contact: Northeast Regional Office
Oppenheim Building, 3rd floor
409 Lackawanna Avenue
Scranton, PA 18503
570-963-4122

Municipal Assistance Program

Program provides funding to assist local governments to plan for and efficiently implement a variety of services and improvements, and soundly manage development with an emphasis on intergovernmental approaches. Funding is available for three groups of activities: shared services; community planning; and floodplain management.

Eligible applicants include counties and municipalities.

Grants of up to 50% of eligible costs.

Contact: Northeast Regional Office
Oppenheim Building, 3rd floor
409 Lackawanna Avenue
Scranton, PA 18503
570-963-4122

Keystone Communities (KC) Program

Assists Pennsylvania's communities in achieving revitalization. Community revitalization and economic development projects involving physical improvements to a specific area; revitalization of residential and mixed use neighborhoods and downtowns; development or rehabilitation of housing; physical improvements supported by a downtown plan; acquisition costs and physical building improvements for a development project such as an Anchor Building or similar project; competitive grants to loans for eligible businesses located in an enterprise zone; business development surveys; business development strategy/preparation; revolving loan funds; and adaptive modifications that increase the ability of persons with permanent, physical disabilities to remain in their homes preventing institutionalization.

Eligible applicants include counties, cities, boroughs, townships, towns and home rule municipalities; redevelopment and/or housing authorities; nonprofit economic development organizations; nonprofit housing corporations; other nonprofit organizations; community development corporations; and business improvement districts, neighborhood improvement districts, downtown improvement districts and similar organizations incorporated as authorities.

Grant amount varies.

Contact: Department of Community and Economic Development
Gary Baker, Director
409 Lackawanna Avenue

3rd Floor, Oppenheim Building
Scranton, PA 18503
Phone: (570) 963-4122
Fax: (570) 963-3439
E-mail: garybaker@pa.gov

Growing Greener II

Growing Greener II - Main Street and Downtown Redevelopment Grants to municipalities and nonprofits to help a community's downtown redevelopment effort, focusing on the improvement of downtown sites and buildings. The eligible projects may include approaches that assist in business development and/or public improvements in core communities.

Eligible applicants include municipalities and non-profit organizations.

Typical grants average between \$250,000 and \$500,000 with no minimum or maximum.

Contact: Department of Community and Economic Development
Customer Service Center
Commonwealth Keystone Building, 4th Floor
400 North Street
Harrisburg, PA 17120-0225
Phone: (800) 466-3972

Community Development Block Grant (CDBG)

Grants and technical assistance for federal designated municipalities for any type of community development such as housing rehabilitation, public services, community facilities, infrastructure improvement, development and planning.

Eligible applicants include designated municipalities.

Entitlement funding is set by a formula. Funding through the competitive program is a \$500,000 maximum. 70% of each grant must be used for activities that benefit low- and moderate-income persons.

Contact: Raymond C. Guernsey, Executive Director
Monroe County Commissioners
Redevelopment Authority Monroe County
15 South Courtland Street
East Stroudsburg, PA 18301
Phone: (570) 421-4300
Email: rehab@enter.net

Pennsylvania Department of Conservation and Natural Resources (DCNR)

Community Recreation and Conservation Program

Community Recreation and Conservation grants are awarded to municipalities and authorized nonprofit organizations for recreation, park and conservation projects. These include the rehabilitation and new development of parks and recreation facilities (development projects); acquisition of land for active or passive park and conservation purposes (land acquisition projects); and planning for feasibility studies, trails studies, conservation plans, site development planning, and comprehensive recreation, greenway and open space (planning projects).

Most projects require a 50% match, which can include a combination of cash and/or non-cash values.

Contact: Grants Customer Service
Phone: (800) 326-7734
E-mail: dcnr-grants@pa.gov

Pennsylvania Recreational Trails Program

Pennsylvania Recreational Trails grants are awarded to federal and state agencies, local governments, non-profit and for-profit organizations that help develop and maintain recreational trails, as well as, trail related facilities for both motorized and non-motorized recreational trail use and provides for the purchase of trail related equipment.

These grants require a minimum of a 20% match, which can include a combination of cash and/or non-cash values.

Contact: Grants Customer Service
Phone: (800) 326-7734
E-mail: dcnr-grants@pa.gov

Rails-to-Trails Program

Rails-to-Trails grants are awarded to county and municipal governments, prequalified Land Trusts, educational institutions and non-profit organizations established to preserve and protect abandoned railroad corridors as trails. Projects can include: planning projects to develop feasibility, master site development and special purpose studies, land acquisition and the development of abandoned railroad rights-of-way for trail purposes under rail banking. Development includes construction of trails and associated structures, to include support facilities, such as trail heads, access roads, parking areas, interpretive facilities and comfort facilities. Related facilities, such as walks, lighting, landscaping and signage for trail use, are eligible.

These grants require a minimum of a 50% match, which can include a combination of cash and/ or non-cash values. Land acquisition projects are the exception and require a 50% cash or land donation non-cash value as match.

Contact: Grants Customer Service
Phone: (800) 326-7734
E-mail: dcnr-grants@pa.gov

Appalachian Regional Commission (ARC)

Appalachian Regional Commission Grant Program

The focus of the grant program is to: promote a diversified regional economy through strategies that help communities create and retain businesses and jobs, help communities develop an educated, skilled workforce and create access to affordable, quality health care; and support the development and improvement of infrastructure, including water and sewer services, and the development of Internet access.

Eligible applicants include local government agencies, municipal authorities, or other non-profit organizations.

Funding is limited to 50% of eligible project costs.

Contact: Tom Pellegrini

Northeastern Pennsylvania Alliance
1151 Oak Street
Pittston, PA 18640-3726
Phone: (570) 655-5581
Fax: (570) 654-5137
E-mail: tpellegrini@nepa-alliance.org

Economic Development Administration (EDA)

Economic Development Administration Grant Program

EDA helps distressed communities address problems associated with long-term economic distress, as well as sudden and severe economic dislocations. EDA was established to generate jobs, help retain existing jobs, stimulate economic growth in economically distressed areas. EDA programs promote comprehensive innovation based economic development efforts to enhance the competitiveness of regions; support technology led development, accelerate new business development and enhance the ability of regions to capitalize on opportunities presented by free trade, resulting in increased private investment and higher skill, higher-wage jobs. EDA will provide public works investments to support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments.

Eligible applicants include private or public non-profit organizations, higher education; local units of government; municipal authorities

Funding is limited to 50% of eligible project costs.

Contact: Tom Pellegrini
Northeastern Pennsylvania Alliance
1151 Oak Street
Pittston, PA 18640-3726
Phone: (570) 655-5581
Fax: (570) 654-5137
E-mail: tpellegrini@nepa-alliance.org

Appendix D: Public Comment on Final Draft Document

In an effort to provide the public with an opportunity to comment on the final draft document the Borough posted a notice on the Borough website and provided an anonymous drop box at the post office to solicit additional input. The following comments were received:

- “Only 500 cars go over the Cherry Valley Bridge a day and that will never get fixed, But 10 people cross Broad St a week and the Democrats want 10 stop signs to protect them.”
- “Maybe if there wasn’t so many mindless Democrats living in DWG, that can’t think for themselves, my taxes won’t fund useless pipe dreams.”
- “BOY OH BOY - are we that pathetic? For a town with only 950 residents do we need **that** many STOP SIGNS?! PS - please get rid of the stupid stop signs on Cherry Valley Road!”
- “Skull Park - Install pavilion - open sides - with picnic tables, BBQ grills, and electric - include bathrooms and rent it out for parties, gatherings, etc.”
- “I came to the USA with the images of “Rugged Individuals” that we always saw of Americans in our history books, crossing the prairies and fighting Indians all by themselves. Now I see Americans are weak, they can’t even cross 15 feet of road without help. Your weak and misguided people started down the path that lead you further away from the strong people who made this a great country. Anyway, isn’t it common sense to see for the coming cars on the road before anybody tries to cross it?”
- “The more you treat people like brain dead imbeciles the more they learn to be brain dead imbeciles. I guess you fretting hand-wringers don’t realize that. Or maybe you do. It keeps you in power.”
- “SIDEWALKS! STREET LIGHTS! STOP SIGNS! CROSS WALKS! Oh, yes, the standard cry of people who don’t belong in a rural area.”
- “Boy! for a little country town of what, 950 people? We sure have a lot of stop signs and you want to add MORE?? I didn’t realize our little town was so Dangerous!! Maybe what should stop is all you “DO-GOODERS” who seem to think people can’t live without your precious help! Where does it Stop with you people? I know - IT DOESN’T. Your kind, will ALWAYS FIND A “PROBLEM” that you need to “FIX” with Government money and power! But the problems are all in YOUR MINDS!!!!”
- “Your plan looks nice on paper but in reality there Is not nearly enough pedestrian or vehicular traffic to even remotely justify any of it.”
- “Who is all this for? The tourists from New York and New Jersey? Believe me, if they can survive THERE they can survive HERE without this stuff. Beautify a little, but any safety concerns seem really overboard; at least the stop sign by the Deer Head Inn is.”
- “I sure hear a lot about our budget crises - but there’s enough money for a project like this? I don’t care if it costs 2 cents. It’s too much! And don’t give that jazz about its earmarked for this - I have money earmarked for things too, and then you know what happens? The government takes it away from me! and wastes it on stuff like this!”
- “Have you ninnies got O.C.D.? I’m glad I don’t but then I have to live with the decisions YOU make anyway. What kind of “Gateway” starts with a Stop Sign? SO STUPID”

- “If you people are really concerned about safety, don’t let the bicycle race come through town. Inconvenience aside(some people do have to go out), what if an ambulance has to get through?”
- “There is no money to open Milford Beach but there is money for this project? Something is Very wrong here. Have you people got no conscience?? As long as you get money for your project, to hell with everybody else, right! Its criminals and you make me sick, Very Sick.”
- “You want to live in a ‘TOWN’ with an abundance of Stop Signs?? Then...move Back to NYC and NJ!”
- “Let see – At a time of GLOBAL, FEDERAL and STATE financial disaster, my real tax dollars are being spent to fix IMAGINARY problems! I know – must be DEMOCRATS at work!”
- “I think I have a good, common sense suggestion. A lot of people I know don’t like the stop sign idea. How about a bright spotlight on the crossing in front of the Deer Head, focused on the crosswalk, and outside of town a ‘Pedestrian Crossing’ sign?”
- In the new “Water Gap Times” the new cop mentions “peace and safety”. That always means (especially when Democrats are involved) further government encroachments on some freedom, or privacy, or right we have. Whenever I hear that I feel less safe, less peace. Less safe from, further intrusions & encroachments, less peace because of the knot in my stomach. This stop sign project is a perfect example. It creates this false feeling of safety, which will no doubt require signs warning a stop sign is ahead and one of the new cops will be sitting there to make sure we stop in typical Democratic “solution” to a “problem” build a complicated house of cards - One new rule requires another, and that one another, blah blah blah. Where does it ever end??”
- “All that is really needed is a flashing yellow “watch for pedestrian” sign like the one in Portland. An out of place stop sign is only going to get people run over. Their blood will be on your hands.”
- “I’ll tell you what I see - Shawnee closes a road to protect salamanders- your putting up only a stop sign to “protect” HUMAN Beings! Shawnee cares more about salamanders than you care about HUMANS! Your collory indifference to HUMAN Life is appalling!!!!”
- “Is this why my taxes have to go up? Stop the spending! Stop the spending!”
- “Thank God somebody is finally doing something sensible for our town. Actually I wish you’d go a little further. Could you please put soft padding on all the sidewalks? I frequently walk home so drunk that I fall down a lot.”
- “Milford Beach has to close but it gets more visitors in a day than the DWG gets in 6 months, except for the pot-smokers festival - OH, I mean the Jazz festival. Maybe this town shouldn’t be run by a bunch of pot smoking hippies just looking out for other pot heads.”
- “Deer peoples I am an braneless idiot. Thank you for making it safetyer fore me too cross the very busy road.”