

# Bushkill Village Conservation Study

A Comprehensive Strategy for Rehabilitation as a Cultural Landscape

Traffic/Transportation • Economic • Land Use • Recreation • Conservation • Education

Delaware Water Gap National Recreation Area  
Lehman Township, Pike County, Pennsylvania

September 2016



Lehman Township    Pennsylvania Department of Transportation  
Pennsylvania Department of Conservation and Natural Resources



**LEHMAN TOWNSHIP**





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September 2016

## ACKNOWLEDGEMENTS

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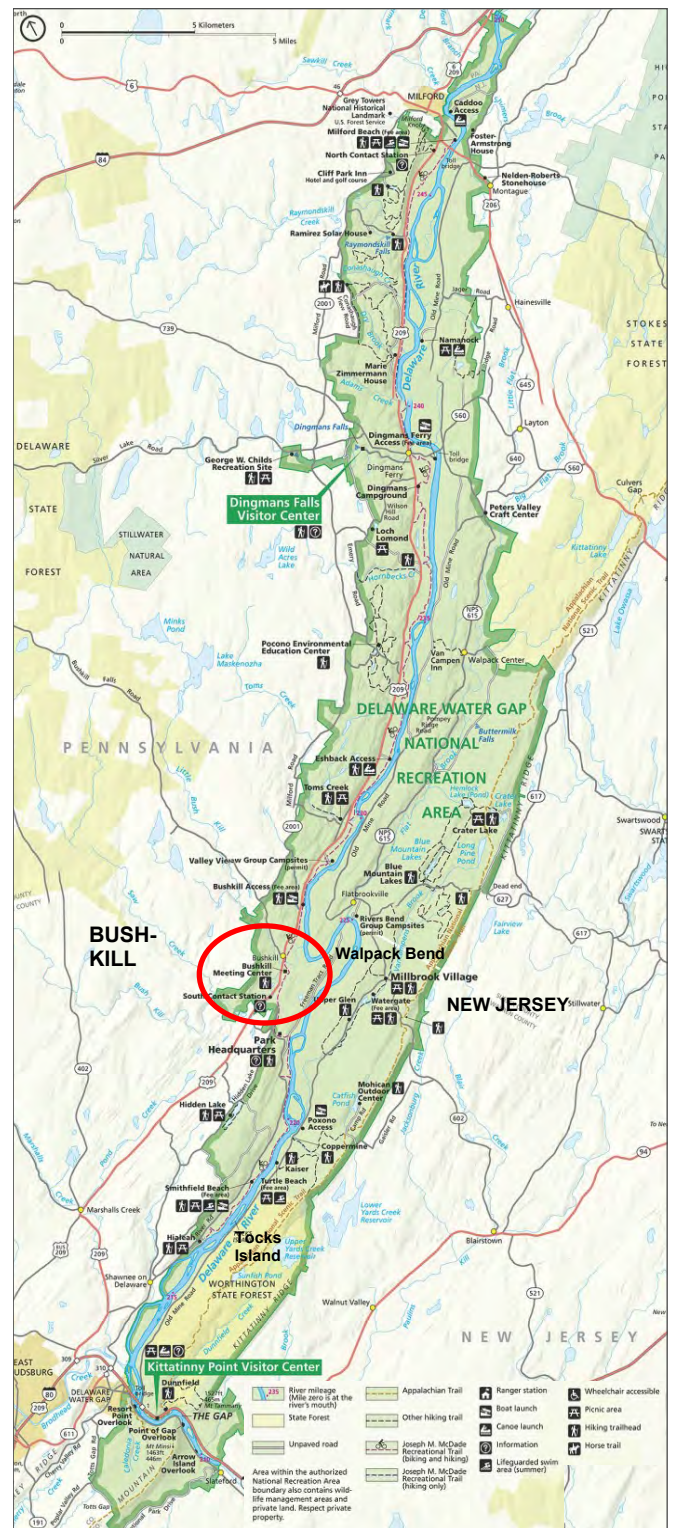
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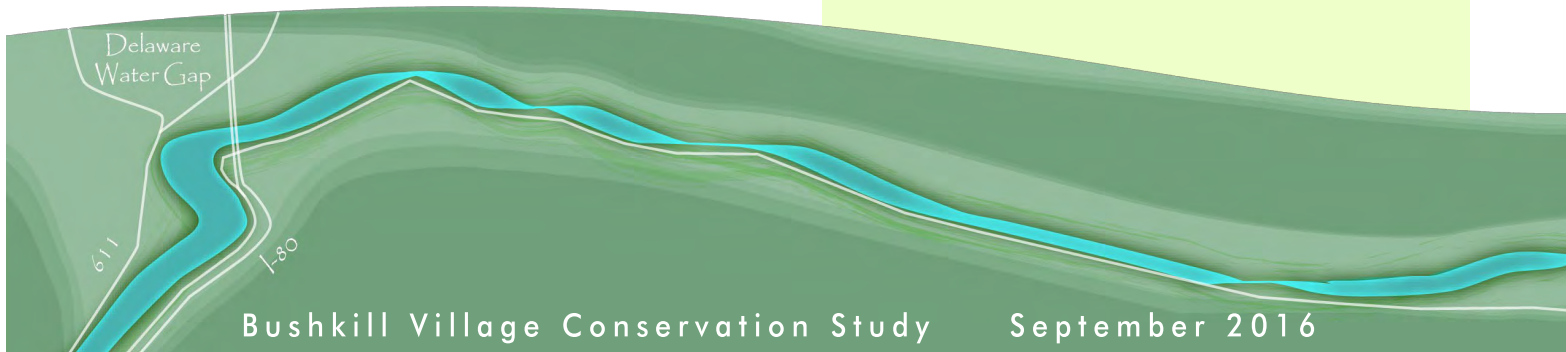
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*Urban Partners*



**Fig. 1-1 Delaware Water Gap National Recreation Area (DEWA)** Bushkill Village is located at the intersection of US Route 209 and SR 201, one mile inside the southern DEWA entrance.

**Cover:** Photo-simulation concept of rehabilitated Turn Store









# Table of Contents

## Overview of Sections

- 1 Executive Summary
- 2 Inventory / Analyses
- 3 Community Visioning
- 4 Conceptual Alternative
- 5 Action Strategy
- 6 Appendices

## Section 1 EXECUTIVE SUMMARY

### Acknowledgments / DEWA Map (Bushkill Location)

Cover (Inside)

#### 1.1 INTRODUCTION

1

##### Purpose

1

##### Funding Partners

1

##### Scope of Study

2

##### Village Boundaries

3

##### Study Process

3

*Inventory / Analyses*

3

*Community Visioning*

4

*Conceptual Alternatives*

4

*Study Products*

4

#### 1.2 BUSHKILL AS A HISTORIC PLACE

5

##### Defining Historic

5

##### Geologic

5

##### Prehistoric

5

##### Historic

6

*Settlement*

6

*Growth of Bushkill Village*

6

*The Environmental Period*

7

##### Cultural

7

*Cultural Cues*

8

*Common Ground*

8

*A Natural Portal*

8

*The River Community Lives*

8

*The Village Square*

9

#### 1.3 DEWA

9

##### A Special Place within the NPS System

9

*A Different Kind of National Park*

9

*An Unusual Coalition*

9

*Environmental, Financial, Political Costs Stop the Dam*

10

*The Reservoir-based Management Plan was Defunct*

10

*Bushkill: a National Historic "Environmental Battle" Site*

10

##### DEWA Today

11

*The Next Chapter*

11

*The National Recreation Area*

11

*General Management Plan (GMP)*

12

*Resource Management Challenges*

12

*User Traffic*

13

*DEWA Models for Bushkill*

13



<b>1.4</b>	<b>COMMUNITY VISION FOR BUSHKILL VILLAGE</b>	<b>14</b>	
	<b>A Consensus Vision</b>		<b>14</b>
	<i>Spirit of Cooperation</i>		<i>14</i>
<b>1.5</b>	<b>A STRATEGY FOR ACTION</b>	<b>15</b>	
	<b>Schedule</b>		<b>15</b>
	<b>Management</b>		<b>16</b>
	<b>Costs / Funding / Partnerships</b>		<b>16</b>

## Section 2    INVENTORY / ANALYSES

<b>2.1</b>	<b>TRANSPORTATION / TRAFFIC</b>	<b>17</b>	
	<b>Methodology</b>		<b>17</b>
	<b>Overview / History</b>		<b>17</b>
	<b>Gateway “Sense of Arrival”</b>		<b>18</b>
	<b>US Route 209</b>		<b>18</b>
	<i>Roadway</i>		<i>18</i>
	<i>Intersection: US Route 209 - Bushkill Falls Road (S.R. 2001)</i>		<i>19</i>
	· <i>Visual Impacts / Historic Context</i>		
	· <i>Crosswalk Geometry / Locations</i>		
	· <i>Context-Sensitive Design (CSD) Considerations</i>		
	· <i>Suggested Bus Transit Stop (Northbound)</i>		
	· <i>4-way Intersection Potential</i>		
	<i>Bushkill Creek Bridge (US Route 209)</i>		<i>25</i>
	<b>Bushkill Falls Road</b>		<b>25</b>
	<i>S.R. 2001 Improvements (PennDOT)</i>		<i>25</i>
	<i>Impacts of S.R. 2001 Improvements</i>		<i>26</i>
	<i>Potential Mitigations</i>		<i>26</i>
	<b>Secondary Roads</b>		<b>27</b>
	<i>Church Road and Schoolhouse Lane</i>		<i>27</i>
	<i>Creek Road and Community Drive</i>		<i>27</i>
	<i>Creek Road Bridge</i>		<i>28</i>
	<i>Driveway Entrances</i>		<i>28</i>
	<b>Traffic</b>		<b>29</b>
	<i>Automatic Traffic Recorder (ATR) Data Collection</i>		<i>29</i>
	<i>Manual Turning Movement Count Data Collection</i>		<i>30</i>
	<i>Level of Service (LOS) Analyses</i>		<i>30</i>
	<i>Historic Crash Data</i>		<i>31</i>
	<i>Sight Distances</i>		<i>33</i>
	· <i>At Driveways on Bushkill Falls Road</i>		
	· <i>At Church Lane and U.S. Route 209</i>		
	· <i>At Church Lane and S.R. 2001</i>		
	<i>Traffic Generation</i>		<i>35</i>
	<i>Traffic Calming Opportunities</i>		<i>37</i>
	· <i>Landscape Features</i>		
	· <i>Signage</i>		
	· <i>Shuttles</i>		
	<b>Transportation Alternatives</b>		<b>38</b>
	<u><i>DEWA Alternative Transportation Feasibility Study, 2009</i></u>		<i>38</i>
	<i>Transit Partnerships</i>		<i>38</i>
	· <i>Monroe County Transit Authority (MCTA)</i>		
	· <i>DEWA Pilot Bus Service – Weekend Scenic Tour / Recreation Shuttle</i>		
	· <i>Bushkill as a DEWA Transit Hub</i>		
	· <i>Event Bus Shuttle Service</i>		
	<i>Trails</i>		<i>41</i>
	<b>Parking</b>		<b>42</b>
	<i>Existing Conditions</i>		<i>42</i>
	<i>Alternative Studies</i>		<i>42</i>
	<i>Suggested Parking Alternative</i>		<i>42</i>



<b>Signage</b>	<b>42</b>	
<i>DEWA Comprehensive Signage Plan</i>		42
<i>Delaware River Water Trail Signage Plan</i>		43
<i>Municipal Ordinance</i>		43
<i>Interpretive System</i>		43
<b>2.2 ECONOMICS (Market Study)</b>	<b>44</b>	
<b>Methodology</b>	<b>44</b>	
<b>Background Demographics</b>	<b>46</b>	
<i>Population</i>		46
<i>Housing</i>		46
<i>Housing in Relation to Population</i>		47
<i>Income</i>		48
<b>Retail Market</b>	<b>48</b>	
<i>Retail Trade Area</i>		48
<i>Trade Area Retail Supply</i>		49
<i>Trade Area Retail Demand</i>		50
<i>Resident Demand</i>		52
<i>Visitor Demand</i>		54
<i>Total Demand</i>		55
<i>Sales vs. Purchases</i>		56
<b>Retail Opportunities</b>	<b>57</b>	
<i>General</i>		57
<i>Restaurants</i>		59
<i>Specialty Sporting Goods Store</i>		60
<i>Seasonal Specialty Foods and Crafts</i>		60
<i>Gifts / Collectibles Cluster</i>		60
<b>Lodging Market</b>	<b>61</b>	
<i>General</i>		61
<i>Hotels / Resorts / Inns</i>		62
<i>Bed &amp; Breakfasts</i>		64
<i>Campgrounds</i>		64
<b>Cultural Events / Entertainment Market</b>	<b>66</b>	
<i>Events</i>		66
<i>Entertainment</i>		66
<b>Library / Community Center</b>	<b>67</b>	
<b>Museum / Gallery</b>	<b>67</b>	
<b>2.3 LAND USE</b>	<b>69</b>	
<b>Methodology</b>	<b>69</b>	
<b>Site Reconnaissance / Field View</b>	<b>69</b>	
<i>General Description of Bushkill Village</i>		69
<i>Study Area Boundaries</i>		69
<b>Cultural Resources</b>	<b>70</b>	
<i>Individual Resource Descriptions / Opportunities</i>		70
<i>Peters House</i>		71
<i>Turn Store</i>		73
<i>Post Office</i>		75
<i>Gas Station (Gulf)</i>		76
<i>Meeting Center</i>		78
<i>Church / Rectory (Bushkill Outreach)</i>		79
<i>Firehouse</i>		80
<i>Schoolhouse</i>		81
<i>Train Station Platform</i>		81
<i>Railroad Grade / Bridge</i>		83
<i>Grist Mill (foundation)</i>		84
<i>Millpond / Dam / Millrace</i>		85
<i>Railroad Avenue</i>		87
<i>Cemetery</i>		87



<b>The Bushkill Village Cultural Landscape</b>	<b>88</b>	
<i>Periods of Significance</i>		88
<i>Historic District</i>		88
<i>Pennsylvania Historic and Museum Commission (PHMC)</i>		89
<i>Existing Historic Documents</i>		89
· <i>Aerial Photos</i>		
· <i>Historic Property Records</i>		
· <i>DEWA</i>		
· <i>Delaware River Basin Commission (DRBC)</i>		
· <i>Pennsylvania / New Jersey</i>		
· <i>Historic Societies</i>		
· <i>Oral History</i>		
<b>Land Use Data</b>	<b>91</b>	
<i>Municipal Land Use Jurisdiction</i>		91
· <i>Lehman Township</i>		
· <i>Middle Smithfield Township</i>		
<b>Models of Existing DEWA Partnerships</b>	<b>91</b>	
<i>DEWA Administration</i>		91
<i>Bushkill Outreach</i>		91
<i>Farm Leases</i>		92
<i>Community Gardens</i>		92
<i>Peters Valley Craft Center (PVCC)</i>		92
<i>Marie Zimmerman Farm</i>		92
<b>Alternative Land Use Scenarios for Bushkill Village</b>	<b>93</b>	
<i>Alternatives Analyses – by “Village Blocks”</i>		93
<i>Comparison of “Village Blocks” for a Future Visitor Center</i>		96
· <i>Block 1 – Meeting Center</i>		
· <i>Block 2 – Turn Store</i>		
· <i>Block 3 – Peters House</i>		
<b>2.4 CONSERVATION</b>	<b>98</b>	
<b>Methodology</b>	<b>98</b>	
<b>DEWA Resource Management</b>	<b>98</b>	
<i>Natural Resources</i>		99
<i>Cultural Resources</i>		100
<i>Scenic Resources</i>		102
<b>DCNR Conservation Initiatives</b>	<b>103</b>	
<i>Conservation Landscape (CL) Program</i>		103
<i>Pocono Forests and Waters (PF&amp;W) CLI</i>		104
<i>Pocono Heritage Region Assessment Study, 2000</i>		105
<i>Ohiopyle Village Planning</i>		105
<i>DCNR Open Space Preservation Initiatives</i>		106
<i>Pennsylvania Natural Diversity Index (PNDI)</i>		106
<b>PHMC—Historic Conservation</b>	<b>106</b>	
<b>DEP</b>	<b>107</b>	
<b>Pike County</b>	<b>107</b>	
<i>Planning Commission</i>		107
<i>Route 209 Scenic Highway</i>		107
<i>Conservation Districts</i>		107
<b>2.5 RECREATION</b>	<b>108</b>	
<b>Methodology</b>	<b>108</b>	
<b>DEWA Recreation Management</b>	<b>108</b>	
<i>Recreation Uses</i>		108
<i>Trail Use</i>		108
<i>DEWA Trails Plan and GMP Amendment</i>		109
· <i>History of Park Trails</i>		
· <i>Trails System Goals</i>		
· <i>Alternatives for the New DEWA Trails System</i>		
· <i>Trails Priority and Phasing</i>		

·	Trail Descriptions		
o	McDade Trail		
o	Railway Avenue Trail		
	<b>DCNR Statewide Trail Plan Map</b>	<b>114</b>	
	<b>Bushkill Village as a Major DEWA Trailhead</b>	<b>114</b>	
	McDade Trail		114
	General Trailhead Expectations for Bushkill Village		115
	<b>DEWA Visitor Services</b>	<b>117</b>	
	Existing Visitor Services at Bushkill Village		117
	<b>Recreation Opportunities in Bushkill Village</b>	<b>118</b>	
	Other Potential Trails at Bushkill		118
·	Railroad Walking Trail		
·	Little Bushkill Trail		
	Fishing		119
	Ice Skating		120
	Birding		120
	River Access		120
	Cultural Tourism		121
	Eco-Tourism		121
	Craft / Farm Markets		121
	Camping		121
	Small Gatherings		122
<b>2.6</b>	<b>EDUCATION</b>	<b>123</b>	
	<b>Methodology</b>	<b>123</b>	
	DEWA GMP - on Visitor Education		123
	Opportunities for Education		124
	Target Audiences		
	Special Populations		
	Physical Improvements		125
	Interpretive Options		125
	Signage		
	Cultural Artifacts		
	Interpretive Trail		
	Outdoor Classrooms		
	Programmatic Opportunities		127
	Capturing Imaginations		127
	Interpretive Themes		127
	Environmental (Conservation)		
	History (Cultural)		
	Recreation (Health / Economic)		

## Section 3 COMMUNITY VISIONING

	<b>Methodology</b>	<b>129</b>
<b>3.1</b>	<b>STUDY COMMITTEE</b>	<b>130</b>
	Lehman Township	130
	Delaware Water Gap National Recreation Area (DEWA)	136
	PA Department of Transportation (PennDOT)	138
	PA Department of Conservation and Natural Resources (DCNR)	141
	Pike County	143
	Middle Smithfield Township	145
	Monroe County Transit Authority (MCTA)	146
	Bushkill Outreach	147
	Bushkill Falls	149
<b>3.2</b>	<b>STAKEHOLDERS</b>	<b>150</b>



<b>Key Persons Interviews</b>	<b>150</b>
<i>Pocono Mountains Visitors Bureau (PMVB)</i>	150
<i>Peters Valley Craft Center (PVCC)</i>	152
<i>Pocono Environmental Education Center (PEEC)</i>	153
<i>Pike County Library Board (PCLB)</i>	155
<i>Kittatinny Canoes (KC)</i>	156
<i>Sherman Theater</i>	157
<i>Shawnee Inn &amp; Golf Resort</i>	158
<i>Chant Realtors</i>	158
<i>James Arnot</i>	159
<i>John Siptroth</i>	159
<b>Potential Partners</b>	<b>159</b>
<i>Federal</i>	159
· <i>Federal Transit Administration (FTA)</i>	
· <i>Federal Highway Administration (FHWA)</i>	
· <i>US Forest Service (USFS)</i>	
· <i>Grey Towers (GT)</i>	
· <i>US Department of Agriculture (USDA)</i>	
· <i>US Department of Energy (DOE)</i>	
<i>State</i>	168
· <i>PA Department of Environmental Protection (DEP)</i>	
· <i>PA Historic and Museum Commission (PHMC)</i>	
· <i>PA Department of Community and Economic Development (DCED)</i>	
<i>Regional</i>	170
· <i>Northeastern Pennsylvania Alliance (NEPA)</i>	
· <i>Delaware River Basin Commission (DRBC)</i>	
<i>County</i>	171
· <i>Monroe County (MC)</i>	
<i>Non-profit</i>	172
· <i>Friends of the Delaware Water Gap</i>	
· <i>Timber Framers Guild of North America (TFGNA)</i>	
· <i>National Trust for Historic Preservation (NTHP)</i>	
· <i>Historic Society(s)</i>	
<i>State Police</i>	175
<i>Fire Company / EMS</i>	175

<b>3.3 MEETINGS</b>	<b>176</b>
<b>Committee Meetings</b>	<b>176</b>
<b>Public Meetings</b>	<b>176</b>
<b>Other Meetings</b>	<b>176</b>

## Section 4 CONCEPTUAL ALTERNATIVE

<b>Methodology</b>	<b>177</b>
<b>4.1 Conservation Goals</b>	<b>177</b>
1. Fulfill Expectations for Bushkill Village	177
2. Celebrate Bushkill as a DEWA Gateway	178
3. Conserve Extant Resources	178
4. Envision Bushkill as a Thoroughfare and Destination	178
5. Evolve Bushkill as a Multi-Modal Hub	179
6. Focus on Economic and Service Improvements	179
7. Begin Treatments at a Village Scale	180
8. Promote an Eco / Heritage Destination	182
9. Bring People Back to Bushkill	182
10. Invest in Partnership Building	183
11/ Carry out Strategic Improvements	183
<b>4.2 Action Types (by categories)</b>	<b>185</b>

1. Management	185	
2. Acquisition	186	
3. Funding	187	
4. Conservation	187	
5. Outreach	188	
<b>4.3 Suggested Action Strategies</b>	<b>188</b>	
<i>Administrative</i>		188
<i>Physical</i>		188
<b>Subtasks (by Element)</b>	<b>189</b>	
A. Administration		189
1. Turn Store		190
2. Peters House		190
3. Gas Station		191
4. Train Station Pavilion		192
5. Post Office		192
6. US Route 209 / Bushkill Falls Intersection		193
7. Transit Improvements – Parking at Turn Store		193
8. Transit Improvements – Bus Stop / Pedestrian		193
9. Transit Improvements – Market Pavilion		193
10. Transit Improvements – Streetscape		193
11. Signage / Interpretive Exhibits		194
12. McDade Trail – Bushkill Creek Bridge		194
13. Railroad Trail / Bridge		194
14. Grist Mill Interpretive Pavilion		195
15. Mill Pond / Race		195
16. Bushkill Outreach Facility / Utilities		195
17. Visitor Center		195
<b>4.4 Management Alternatives</b>	<b>196</b>	
For-profit Partner with NPS		196
Non-profit Partner(s) with NPS		197
Council of Stewards with DEWA		197
<b>4.5 Implementation Principles</b>	<b>198</b>	
1. Funding Partnerships		198
2. Phased implementation		199
3. Sustainable Development		199
4. Design Standards		199
<b>4.6 General Costs</b>	<b>200</b>	
Cost Methodology – Administrative Tasks		200
Cost Methodology – by Element		202
Costs - General Notes		206
Cost Worksheets		207

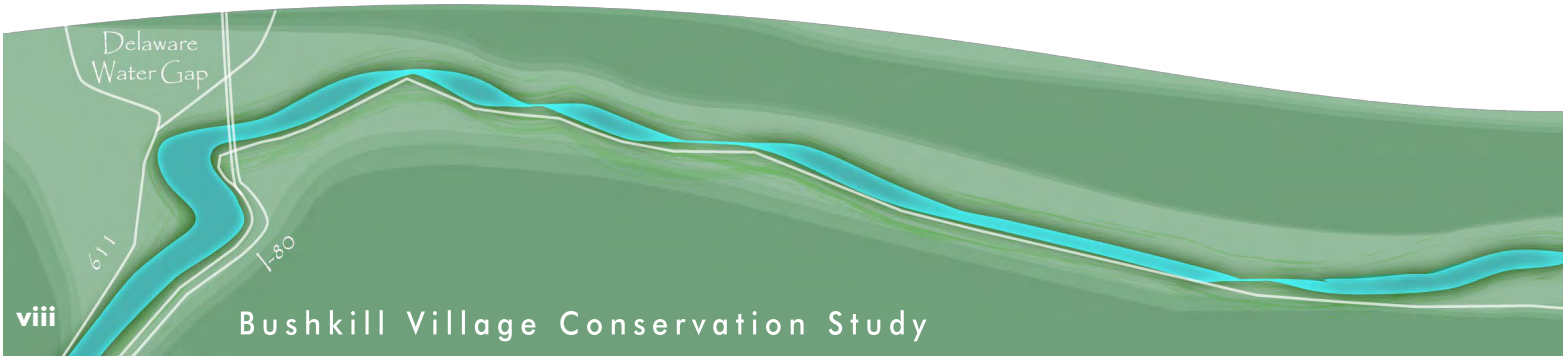
## Section 5 ACTION STRATEGY

<b>5.1 Implementation</b>	<b>209</b>	
Priority Tasks (by year)		210
<b>5.2 Schedule for Implementation</b>	<b>215</b>	



# Section 6    APPENDICES

Lehman Township responses to DEWA Staff Comments on Draft BVCS	Appendix A
Lehman Township responses to J. Donahue, Super, DEWA Comments on Draft BVCS	Appendix B
Public Comments on Draft BVCS	Appendix C
Supplemental Information	Under separate cover



# Section 1

## Executive Summary



**Fig. 1-2** *The Turn and Cook Store and Tinsmith Shop—before the acquisition began for the Tocks Island Dam Project.*



**Fig. 1-3** *Turn Store in 2012—was a vacant “in-holding” within DEWA boundaries. Private rehabilitation began in 2015.*



**Fig. 1-4** *Turn Store—conceptual adaptive reuse—to support the needs of DEWA visitors and local residents.*

## 1.1 Introduction

### Purpose

This ***Bushkill Village Conservation Study (BVCS)*** is a community-based strategy to conserve, adaptively rehabilitate, and interpret the historic infrastructure, environmental resources, and cultural heritage of Bushkill Village, located within the **Delaware Water Gap National Recreation Area (DEWA)** in Pike and Monroe Counties, Pennsylvania.

The process was conducted as a developing partnership between **Lehman Township (LT)**, the DEWA unit of the **National Park Service (NPS)**, and multiple federal, state, regional, and local stakeholders.

The study articulates a vision to conserve Bushkill Village within a community context. It establishes a comprehensive framework for actions; it describes possibilities for collaborations between potential partners and DEWA at its discretion; and it suggests ways to conserve these national resources as a highly significant American cultural landscape.

### Funding Partners

The **Pennsylvania Department of Transportation (PennDOT)** administered funds from the **Federal Highway Administration (FHWA)** through its Pennsylvania Community Transportation Initiative (PCTI) Program to enable the transportation/traffic, economic, and land use elements of this study.

The **Pennsylvania Department of Conservation and Natural Resources (DCNR)** committed state funds through its Community Conservation Partnership Program (C2P2) to support the recreation,





conservation and education/interpretive elements of the study.

The NPS unit at DEWA supported the process by committing staff support, and invaluable technical services to enable Lehman Township to develop this partnership study.

## Scope of Study

This report assesses six major study elements; identifies challenges; and describes creative opportunities to conserve, adaptively

***Issues and opportunities were analyzed for six major study elements.***

- *Transportation/Traffic* (PennDOT)
- *Land Use* (PennDOT)
- *Economic* (PennDOT)
- *Conservation* (PA DCNR)
- *Recreation* (PA DCNR)
- *Education* (PA DCNR)

*Study funding by PennDOT and PA DCNR.*



**Fig. 1-5 The Bushkill Village Study Area** spans Bushkill Creek and includes two municipalities and two counties—all within DEWA boundaries. The historic integrity of Bushkill Village was severely impacted during the acquisition process for the Tocks Island Dam project in the late 1960's and early 1970's. The effects of those radical cultural changes to create DEWA are highly visible at Bushkill. The map shows many former historic resources still remain as irreplaceable artifacts to be interpreted within Bushkill Village as a "cultural landscape"—from pre-Columbian times through the 21st Century.





**Fig. 1-6 Peters House – before acquisition** by the US Army Corps of Engineers. “Cultural landscape” features are evident, including street trees, fences, signs, and plantings. Former elements can be re-established to support DEWA goals to improve Bushkill as a walkable multi-modal transit hub for park visitors.



**Fig. 1-7 Peters House - before Roadway SR 2001 improvements and exterior architecture rehabilitation** by DEWA. This Study identifies adaptive-reuse strategies to meet DEWA goals.

#### **The BVCS products include:**

- Project mapping
- Technical analyses of conditions
- Conceptual options
- Pictorial graphics
- General funding strategy
- Recommendations for action
- Public involvement record

#### **The BVCS community involvement program included:**

- Study committee
- Public meetings
- Key person interviews

rehabilitate, and interpret DEWA resources for appropriate modern uses within the cultural landscape of Bushkill Village.

Simone Collins Landscape Architecture (SC) was selected by Lehman Township to develop this **BVCS**. L&V traffic engineers and Urban Partners economic specialists served as sub-consultants on the SC study team.

## **Village Study Boundaries**

Bushkill has always been an unincorporated village located on both sides of the Bushkill Creek, with legal jurisdiction split between two municipalities – Middle Smithfield Township and Lehman Township in Monroe and Pike Counties Pike Counties respectively. The boundary of the Bushkill Village study area was delineated by identifying a variety of defining geographic and cultural features, including; topography, roads, waterways, and remaining structures. The **BVCS** area encompasses approximately 9.5 acres within DEWA, surrounding the intersection of US Route 209 and Bushkill Falls Road.

## **Study Process**

### *Inventory / Analysis*

Most properties within the Bushkill Village study area are now federally-owned and managed by NPS, with the mandate that requires national park resources to be “**preserved and protected for future generations**” from any proposed action, including conservation interventions. This principle guided the alternatives analysis process of this **BVCS**.

Surviving within the Bushkill Village are two highly important historic buildings, both listed on the National Register of Historic Places. The Peters House is considered by NPS as the most significant DEWA historic resource in Bushkill. The Turn Store is a privately-owned in-holding property that is surrounded by DEWA land.

Neither building is currently occupied, but both are in the process of

rehabilitation in 2015. Each must meet federal, state, and municipal regulations to make them physically and financially viable for appropriate reuse. Adaptive reuses of both are possible—and this goal is central to the partnership conservation strategy for Bushkill Village.

Surrounding these two important buildings are other extant resources – less historically significant, and with less remaining integrity – but still considered elements essential to interpreting the Bushkill Village cultural landscape.

The inventory / analysis process for the **BVCS** was based on, and supplements existing NPS documentation of DEWA resources.

### *Community Visioning*

A dedicated LT study committee and the consultant team, held meetings with DEWA staff and the general public; and interviews were conducted with a spectrum of community stakeholders to solicit ideas and develop concepts for conserving and adaptively rehabilitating Bushkill Village.

### *Conceptual Alternatives*

The **BVCS** focuses on strategies that can realistically rehabilitate the two most significant historic resources in the village—as the core elements of a comprehensive interpretation of the village cultural landscape, to serve appropriate public uses in the 21<sup>st</sup> Century. Recommendations for actions proposed in this study were crafted with consultation by DEWA staff and are advisory. NPS is the steward of DEWA with ultimate responsibility for protecting its resources.

### *Study Products*

The study products were designed to educate the public and elected officials; guide conservation partnerships; and inspire important planning tasks, including: a future Cultural Landscape Assessment (CLA) to further delineate Bushkill resources; and an Environmental Assessment (EA) to address potential impacts of suggested actions to rehabilitate and interpret DEWA history at Bushkill.

## ***Changes to the Bushkill Village cultural landscape are documented over time.***



**Fig. 1-8 Historic Aerial Photo—Bushkill Village 1939**  
*This aerial was taken during the Great Depression era, a few years before the start of WW2. Large open field areas are still visible on the mountainside (west of the village) that were cleared during the logging era that ended as the 20th Century began. The train station, railroad grade, grist mill, mill pond, and the Peters House Hotel are among the many elements that can be seen clearly in the historic Bushkill Village.*



**Fig. 1-9 Historic Aerial Photo—Bushkill Village 1959**  
*The mid-20th Century village is seen clearly with canopy vegetation beginning to fill in the open landscape. Most structures present in 1939 are still visible, including the train station, however the rail grade appears to be abandoned. The grist mill still exists and the millpond is still holding water. The Bushkill Creek can be seen meandering broadly (at the bottom of each photo) through the alluvial soils east of Route 209.*





**Fig. 1-10 Historic Aerial Photo—Bushkill Village 1969**  
*The design for the Tocks Island Dam project was well under-way during this Viet Nam War era photograph. DEWA had already been designated as a National Recreation Area since 1965. By this time, much of the previously cleared fields had succeeded to forest, both in the flood plain and on mountain-sides. Even in this poor quality photo, it is clear that most Bushkill Village buildings had not yet been razed.*



**Fig. 1-11 Bushkill Village Aerial 2011**  
*The historic network of village roadways can be clearly seen, with remaining structures, including; the Turn Store, the Peters House (residence), the Meeting Center (church), Bushkill Outreach (church), Post Office, and Schoolhouse. DEWA maintains the cleared riparian field through a partnership farming lease. The confluence of the Bushkill and Delaware can be seen as multiple channels cut through the alluvial soil.*

The study process opened a new venue for public communications between DEWA, LT, and local partners to discuss ideas about Bushkill Village, and served as a forum for DEWA to continue to educate partners about the NPS mission and the federal regulatory process that is required to ensure that the national resources are protected.

## 1.2 Bushkill Village as a Historic Place

### Defining Historic

Historic has specific meanings for state and federal agencies that must evaluate different levels of historic significance and alternative approaches to conserve and manage cultural resources. Bushkill Village needs to be considered in multiple historic contexts.

### Geologic

Bushkill is the European name for the general area on the western side of the Delaware River that surrounds a delta where the Bushkill and Little Bushkill Creeks rush down off the Pocono Plateau to meet and flow into the Delaware River. Aerial photographs clearly show riparian land forms and meanderings through the sedimentary flood plain where the course of the Bushkill Creek is pushed “upstream” at its confluence with the Delaware River by a sharp prong of the Kittatinny ridge—forcing the river over geologic time to carve the S”-shaped course named the Walpack Bend through steep bedrock .

### Prehistoric

The unique geographic features surrounding this place have created a diverse habitat of flora, fauna, microclimates and resources that has made Bushkill a vital place of human inhabitation for millennia past. Minisink is the native Lenni Lenape name for this reach of the Delaware River. DEWA maintains records of pre-Columbian history within the Park.



# Historic

## Settlement

Some of the earliest European settlement in this reach of the Delaware Valley was documented as the Dutch migration and commerce established as part of a regional route from the Hudson Valley overland to Port Jervis, NY, and south along the New Jersey side of the river to Delaware Water Gap by what became known as Old Mine Road.

The geology that created the dramatic geographic features has governed human travel routes historically through the steep and watery Bushkill. Evidence exists that the natural hub of trails within this terrain made Bushkill a strategic military site in the early 1700s.

The historic “river road” on the Pennsylvania side began as a native American trail—passing through the Delaware Water Gap and around the Walpack Bend to reach Bushkill and join with at least three other trails – establishing the basic alignments of today’s roads that extend upstream from Bushkill along the Bushkill, Little Bushkill and Delaware River.

## Growth of Bushkill Village

The historic Decker and Rosenkrans river ferries once operated commercially between the village of “Wallpack” in New Jersey and Bushkill. An early bridge once crossed the Delaware in Minisink, north of the Delaware Water Gap. Today, Dingman’s Ferry Bridge survives as the closest river crossing (15 miles) north of Bushkill and the only privately-owned bridge across the Delaware.

The historic location of the Route 209 bridge over Bushkill Creek is where geological bedrock at the foot of the Pocono palisades dives under the alluvial floodplain soils of the Delaware. The logic of this place as a stable crossing is seen in the historic durability of Route 209 as Bushkill’s main street — even during flood events, compared to the visibly eroded alluvial banks of the Bushkill Creek on the eastern river side of town.



**Fig 1-12 Route 209 Bridge**—The earlier Route 209 steel truss bridge over the Bushkill Creek was at the same location as the current bridge. Log cribbing was used on the north side of the creek to protect the Peters House Hotel (background) from the Bushkill Creek scouring alluvial soils where it turned to pass under the bridge. The grist mill and Little Bushkill Creek are located to the left of this photo.



**Fig. 1-13 Main Street, Bushkill Village**—circa 1920. In this view north on Route 209 from the Bushkill Creek Bridge, the Peters House Hotel is seen on the right and the row of commercial stores, including the Turn Store are seen in the left background. The dirt road is lined with large street trees and leads out of town, upriver toward Dingmans.



**Fig. 1-14 Historic Bushkill Streetscape**—This view south of Main Street shows the Peters House Hotel on the left and the Turn Store, among other commercial buildings on the right. The village was developed as a walkable cultural center. Note the sidewalks, street trees, lawns, and utility lines (fastened to the trees.)



**Fig. 1-15 Peters House Hotel**—This site on the north side of Bushkill Creek was originally settled in 1750 and was eventually developed into a hotel that could accommodate over 75 persons in the 1920's. The image reflects the stately architecture of the hotel that eventually was razed in 1972 in preparation for the Tocks Island Dam construction



**Fig 1-16 Village Center, mid-20th Century**—The Turn Store is seen (center) with the gas pumps. DePue's Bar (right); the former grist mill (left); and many other buildings were razed for the Tocks Island Dam. Bushkill Creek is in the distance. The area south of the Turn Store currently serves as the DEWA bus transit transfer site between north and south service loops.



**Fig. 1-17 View south toward Bushkill Village**—This image was taken from the church (now Bushkill Outreach) and shows the intersection of Route 209 and Bushkill Falls Road, between the Peters House (residence) on the right and the "Mobil" gas station on the opposite corner. The gas station was razed for the Tocks Island Dam project, leaving an open space on the corner of the intersection that has since become used as the de facto Bushkill "village green."

Bushkill remains connected north and south via US Route 209 to Milford and Stroudsburg/Delaware Water Gap, respectively. The recently improved Bushkill Falls Road (SR 2001) continues to serve as an important travel route between the river valley and top of the escarpment.

## The Environmental Period

The American river town of Bushkill that grew into a vital community center and reached its civic and commercial peak in the first half of the 20<sup>th</sup> Century, no longer exists.

As early as the 1920's, unbeknownst to many, the City of Philadelphia studied plans to construct a dam for water supply across the Delaware River at the Walpack Bend.

Over the decades, the Walpack Bend plan morphed into a federal project in the 1960's to construct the Tocks Island Dam—about five miles below Bushkill for the purpose of flooding a 35-mile long reservoir in the Delaware Valley that would have created a pool reaching upstream to beyond Milford, PA.

The Tocks project was stopped in the 1970s, but not before most historic structures within the park boundaries were razed and the fabric of that civilization was dispersed from the valley, including Bushkill. Either dam site, at Walpack Bend or Tocks Island, would have submerged Bushkill Village under more than 100 feet of water.

The conflicts of that period are viewed in hindsight with ironic recognition that DEWA public lands are now preserved in perpetuity, but could have easily succumbed to impacts of random private development if the dam project was not attempted—resulting in development similar to what has occurred over the past 50 years along the commercial strips of Route 209, south and north of DEWA.

## Cultural

The terms historic and cultural are often interchanged, but are not the same. Fortunately, the severe loss of "historic" integrity at Bushkill



Village did not minimize its significance as an important cultural landscape for DEWA, the region, and America.

### *Cultural Cues*

Understanding Bushkill as an important place to its original people helps to explain its enduring importance to the neighboring 21<sup>st</sup> Century community. Even after a half century since most of the historic village was lost, the place known as Bushkill still evokes strong visceral reactions from local residents and visitors who instinctually expect to experience cultural life as they pass through.

### *Common Ground*

The history of Bushkill as an unincorporated village that straddles the Bushkill Creek (half in Pike and half in Monroe County) provides deep insight into the broad community identification with this place. Shared municipal jurisdiction of Bushkill between Lehman and Middle Smithfield Townships is not unique along the Delaware River where creeks are not considered obstacles, but important unifying elements and mutual resources between communities. Bridges are physical symbols of the partnerships between municipalities, state, and federal agencies working together for a common community.

### *A Natural Portal*

Bushkill Creek is the county line, and Bushkill Village is known as the river valley portal between Pike and Monroe. Traveling north on US Route 209 from Marshalls Creek, beyond the southern NPS contact station, Bushkill is the first location within DEWA that presents the character of an important community place.

Geographically and culturally, Bushkill is a natural southern gateway to DEWA. Pike has designated Route 209 as a county scenic highway between Bushkill and Milford.

### *The River Community Lives*

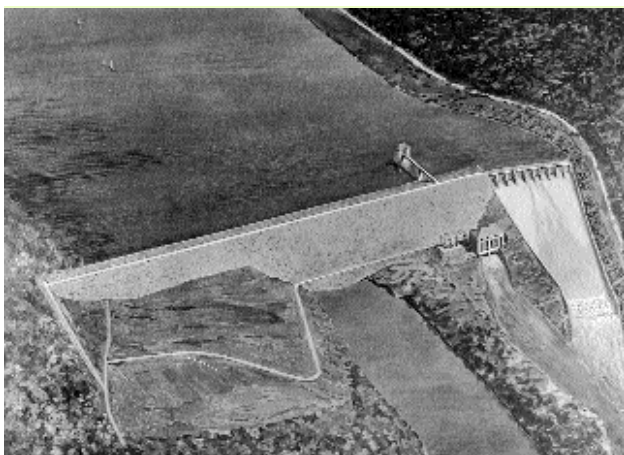
Over the decades, DEWA has provided support for the Bushkill community. Not least is the steadfast DEWA commitment to the



**Fig. 1-18 Bushkill Creek**—View from downstream of Route 209. The Bushkill Creek is the “county line” between Monroe and Pike, and Bushkill Village is the gateway to DEWA from the south on US Route 209. The historic grist mill can be seen where it originally drew water from the Little Bushkill Creek to operate. The mill was lost to fire after the Tocks Island Dam project was halted. The Peter’s House Hotel was located east of Route 209 on the north side of the Creek. The proposed Tocks Island Dam reservoir pool would have flooded over 100 feet up the mountainside seen in the background.



**Fig. 1-19 Bushkill Outreach headquarters**—Bushkill Outreach operates under a long-standing partnership with DEWA to use the former church and rectory buildings, as well as other facilities within Bushkill to provide special community services. The non-profit Outreach is a local food pantry and visible heart of the community in Bushkill Village, with many active local volunteers. Bushkill Outreach supports the Lehman Township-DEWA goals to rehabilitate Bushkill Village as a cultural landscape that will serve park neighbors and visitors to the region.



**Fig. 1-20 Tocks Island—an early rendered image of proposed dam** (from the NPS archives,) created by the Army Corps of Engineers shows an engineering version of the proposed dam to be built approximately five miles downstream from Bushkill Village with an impounded lake the would have flooded Bushkill, its tributaries and the Delaware River back to Milford, PA. <http://crm.cr.nps.gov/archive/25-03/25-03-3.pdf>



**Fig. 1-21 Milford Beach**—Modern facilities have been developed by NPS to help serve recreation needs of visitors to DEWA. The pavilions, parking and restroom facilities at Milford Beach serve bathers and recreation watercraft users to help fulfill the DEWA management plan emphasis on river-based recreation. The location of this Milford Beach facility would have been below the surface of a Tocks Island Lake.



**Fig. 1-22 Bushkill Village “Green”**—The open space south of the improved Bushkill Falls Road is maintained by DEWA for public uses. This Study recommends that appropriate public improvements at Bushkill (similar to the level of facilities at Milford Beach) can be supported and developed under the DEWA General Management Plan to improve both park transit services and the important cultural landscape at Bushkill Village.

Bushkill Outreach to enable the non-profit organization to operate within several remaining village buildings and serve its mission as a community food pantry for residents of Lehman and Middle Smithfield Townships.

### *The Village Square*

Local volunteers with Bushkill Outreach include a venerable core of the community who remember Bushkill as a thriving river village before a federal presence. Today, they agree with recent residents who collectively seek expanded community participation, public services, and activities that are appropriate within a 21<sup>st</sup> Century Bushkill. For many, Bushkill remains their emotional “village center.”

## 1.3 DEWA

### A Special Place within NPS History

The Tocks Island-DEWA story is a complex and poignant “period of significance” in the regional history of Pennsylvania, New Jersey, and New York. It stands as a landmark chapter in our national history of the American environmental movement and in the evolution of public resource management. The DEWA story is still not fully realized and much of its importance is yet to be written.

### *A Different Kind of National Park*

In the 1960’s, DEWA was envisioned as the first major national “park” to be created in the eastern US. In an innovative collaboration of the time, NPS was enlisted to serve as a project development partner with the Army Corps of Engineers to ensure that recreation elements helped to achieve the cost-benefit ratio required for federal involvement in a dam project. The new recreation area was proposed as a major environmental asset.

### *An Unusual Coalition*

In the early stages, many environmentalists favored the creation of a national recreation area that would surround a new federal reservoir,



and many strongly supported this new type of park even after public support for the dam project began to erode.

### *Environmental, Financial, Political Costs Stop the Dam*

The project eventually lost support in Congress for many reasons, including: strenuous public opposition; increased comprehension of environmental impacts; and rapidly escalating costs – but not before the federal acquisition process claimed most structures below and above the future pool level for the dam and for the park—effectively eliminating historic “integrity” of Bushkill and many other districts.

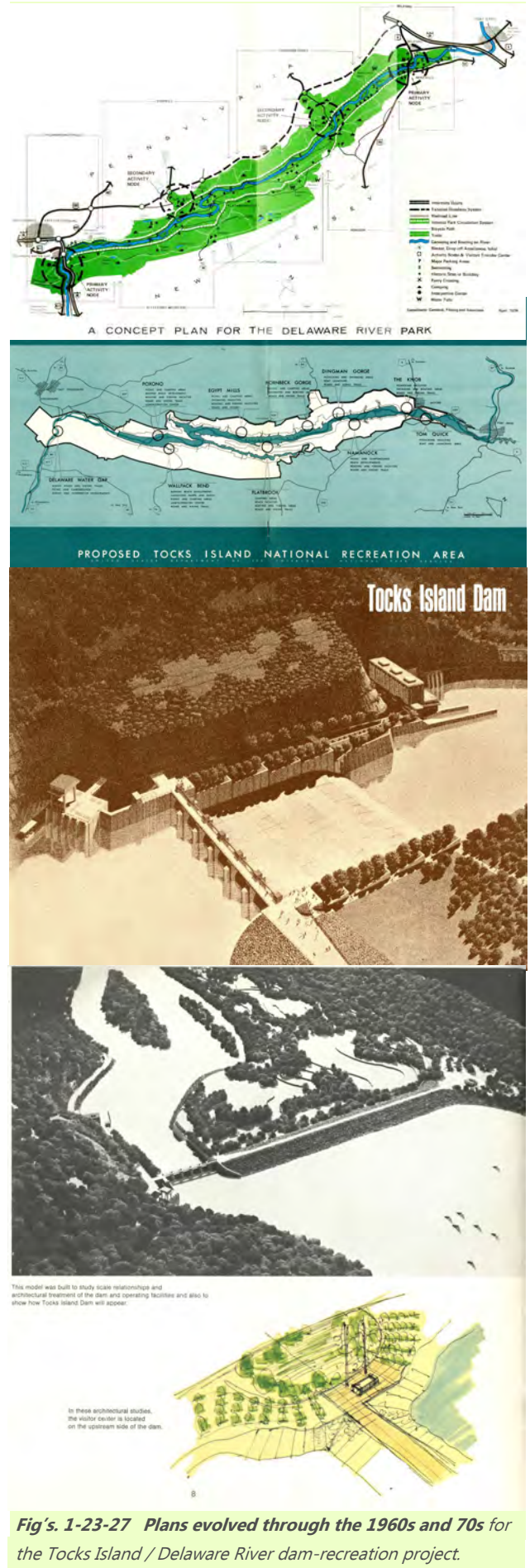
### *The Reservoir-based Management Plan was Defunct*

These acts of acquisition were not reversible, even without the reservoir. After the Army Corps of Engineers was relieved from the project, the NPS became the sole steward to re-envision the management of these federal lands as a free flowing, river-based recreation area. An alternative park plan was commissioned during the years of conflict to study how the federally-acquired lands might be used as a national park if the valley was not inundated. Later concepts were proposed such as restoring the federal land back to its 18<sup>th</sup> Century landscape, but these ideas were not practical or actually possible. More than forty years after the dam was abandoned these ideas are still evolving. DEWA has been described as a “tenacious cultural landscape.” Bushkill Village remains its public center.

### *Bushkill: a National Historic “Environmental Battle” Site*

Bushkill Village is a cultural landscape with its latest period of significance as a great national “environmental battle” site. After the original purpose of the federal dam project was abandoned, Bushkill was considered a casualty of its lost historic resources and de-emphasized under a revised DEWA management strategy that focused on free-flowing river recreation and environmental education. Bushkill’s remaining resources have declined since then, but still possess extraordinary significance and honesty. No foreign resources were imported to recreate Bushkill’s past for visitors.

The Village exhibits the stark reality of DEWA history and is ripe to be



**Fig's. 1-23-27 Plans evolved through the 1960s and 70s for the Tocks Island / Delaware River dam-recreation project.**

## ***Bushkill Village will be a major trailhead for the McDade Recreational Trail***



**Fig. 1-28** A future McDade Trail bridge over Bushkill Creek is planned to be constructed directly downstream from the US Route 209 bridge. Bushkill is strategically located as a trailhead destination for bicycle riders and hikers and is an important resource for those passing through the Village along the 30-mile federal trail. DEWA has requested federal funding to build this missing trail bridge. The bridge project is a major municipal-county-state-federal partnership implementation opportunity.



**Fig. 1-29** The former Bushkill Village gas station in Middle Smithfield Township is a vacant DEWA structure with the potential to be adapted as a “trail center” facility for the McDade Trail.



**Fig. 1-30** The concept for a McDade Trail Center at Bushkill is a consensus vision between DEWA and partners to adaptively reuse the former gas station with a concession partner to serve recreation users who need sports equipment or convenience services—without having to leave the park. The site is just south of Bushkill Creek on Route 209 and adjacent to McDade Trail.

interpreted as a place where the preservation battle was lost and won. DEWA is eligible for the National Register of Historic Places as a nationally-significant event as much as a historic place—and the remarkable DEWA story can be told in Bushkill as well as anywhere.

## **DEWA Today**

### *The Next Chapter*

Rhetorical questions will remain unanswerable.

- ***Without the original dam project, would the national recreation area ever have been envisioned, let alone created?***
- ***What other social process in the 1960’s could have created today’s environmental enclave at DEWA in the middle of the burgeoning east coast “megapolis”?***

The **BVCS** seeks to answer the most important question:

- ***How do we care for Bushkill today and for the next 50 years?***

The story of Bushkill—as much as any place within DEWA—is the visible face of a cultural reconciliation that has been slowly cultivated over the past fifty years between NPS, as the federal steward, and local communities.

The next period of historic significance for DEWA and Bushkill will be based on sustainable partnerships to manage multiple types of resources in ways that are appropriate to meet today’s demands on this unique national park.

### *The National Recreation Area*

DEWA is nearly 70,000 acres of federal “recreation area” located on both sides of the Delaware River – extending from the Delaware Water Gap to Milford, PA. DEWA is considered the eighth most-visited park in the US, due to its proximity to major east coast population centers, and because its linear nature within the narrow river valley makes local and some long distance travel reliant on US



Route 209 as a major transportation artery through the Pennsylvania side of the Park.

### *General Management Plan (GMP)*

The General Management Plan (GMP) of 1987 is the current guidance document for all stewardship actions in DEWA, and it includes multiple directives that apply generally and specifically to Bushkill Village. NPS must comply with law, Policies of DOI, NPS, and DEWA as it interprets the GMP as the basis for decisions. At the time of this study, a DEWA request was pending to the Department of the Interior (DOI) to authorize an update of the GMP.

A GMP update is a multi-year public process that will set the direction of DEWA management for the next quarter century, and includes opportunities for public comment on all aspects of the park resource management. Events, policy decisions, budgets and public expectations have all changed over the past 25 years. The 1987 GMP was focused primarily on natural resource conservation and recreation, however a GMP update will allow all ideas to be reconsidered — such as greater emphasis on cultural landscapes .

### *Resource Management Challenges*

DEWA struggles within annual budget constraints to protect the environmental integrity of its section of the free-flowing Middle Delaware National Scenic and Recreational River and the 40-mile valley of federal lands, including structures remaining within a the park that were never originally conceived to be preserved. Privately-owned in-holding properties exist within DEWA boundaries that were not acquired before the dam project was abandoned. These properties create unique management issues, such as access to and rehabilitation of the historic, privately-owned Turn Store in Bushkill.

As budgets tighten and public demands on the park increase, DEWA and local communities seek creative ways to collaborate to protect resources and make them more available for modern public uses. Adapting structures for appropriate civic uses, such a Pike County branch library inside the historic Peters House is an example of one

### **DEWA 1987 GMP priorities-related to Bushkill**

***Preserve historic structures*** *Peters House, Turn Store*

***Continue privately-operated commercial activities***  
*Turn Store*

***Continue use of Bushkill Schoolhouse as river district ranger naturalist station*** *currently serves as Cultural Resource Program staff offices*

***Recreation Trails*** *McDade Trail is the primary off-road recreation trail within DEWA and passes through Bushkill as a major trailhead. Other walking trail alignments can originate from a Bushkill Village “hub”*

***Education / Interpretation*** *Bushkill Village provides an exceptionally unique venue to interpret DEWA environmental, recreation, cultural assets and history.*



**Fig. 1-31** *The historic Railroad Station no longer exists, but represents an important period of significance in the cultural history of Bushkill Village. Rail operations were discontinued in the mid 1930's, but served an important role in building the Bushkill economy, including industrial logging transportation and tourism development. Historic images depict the station structure and its central village location behind the Turn Store.*



**Fig. 1-32** *An interpretive “station” pavilion is recommended to be constructed on the extant platform of the original train station in the heart of Bushkill Village. The new park structure will be developed as a municipal-state-federal partnership and the first major facility to be built in Bushkill Village in 50 years. The pavilion will serve “mission-critical” uses for DEWA, including trailhead, picnic location, education venue, and bus transit shelter, that PA DCNR considers as a high priority partnership.*



**Fig. 1-33 Bus Transit Service** in DEWA operates in partnership with Monroe County Transit Authority as a free service for park users to help reduce traffic in the Park during peak summer months. Bushkill Village was selected as the “hub” of the transit service, which uses the area adjacent to the Turn Store as the transfer location where the “north” and “south” bus loops meet and exchange passengers bound for Milford and Delaware Water Gap. The northern route shuttles canoes and bikes for free.



**Fig. 1-34 An interpretative panel of the Village of Bevans** at Peters Valley in DEWA. This NPS educational system can be expanded at Bushkill Village.



**Fig. 1-35 The historic Village of Bevans** is maintained by DEWA in a long-standing partnership with the Peters Valley Craft Center. The PVCC “model” can be adapted to focus partnership conservations efforts on Bushkill Village.

potentially viable partnership. Any conservation action proposed in DEWA must be compatible with the GMP; acknowledge other management goals/strategies; and comply with historic and environmental regulations, including the National Historic Preservation Act of 1966 (NHPA).

## User Traffic

Traffic issues in DEWA are created by a combination of visitors and local commuter volumes, and both continue to increase. In a creative response, NPS developed an alternative vision to serve visitor populations and reduce peak season traffic volumes without restricting traffic on US Route 209.

DEWA operates a seasonal shuttle bus service as a partnership pilot project on the Pennsylvania side of the park that provides incentives to visitors to leave their private vehicles outside or near DEWA boundaries and to use a free bus shuttle to transport people, bikes, and boats along the 40-mile corridor inside the park.

The alternative transit strategy is coupled with a DEWA policy to control and disperse its visitor parking spaces throughout core use areas of the park. Bushkill Village is an highly important “hub” for DEWA alternative transit service and a McDade Trail access location.

## DEWA Models for Bushkill Village

The historic villages of Flatbrookville, Millbrookville, and Peters Valley (formerly Bevans) in New Jersey were identified in the 1987 GMP as significant 18<sup>th</sup> Century agrarian landscapes to be preserved, enhanced and interpreted within DEWA. Bushkill was not of similar agrarian character, and did not relate to the original interpretive emphasis of that time. Today, multiple periods of significance are considered valuable and the extant Bushkill Village infrastructure from the 19<sup>th</sup> and 20<sup>th</sup> Century periods, including; the Peters House, the Turn Store, and visible artifacts of a gristmill, railroad station, hotels, commercial buildings, and recreation attractions are all important to interpret Bushkill’s cultural stories.



# 1.4 A Community Vision for Bushkill Village

## A Consensus Vision

The **BVCS** relates to the DEWA GMP in at least two ways. It serves as an immediate tool for local partners to work within the framework of the 1987 GMP, and it is an important inventory of public ideas for Bushkill priorities when the GMP is ultimately updated.

### *Spirit of Cooperation*

The public participation process with DEWA throughout the Bushkill Village planning process evolved with a clear civic consensus for a range of preferred treatments that are conceived to enable the Village to better serve as an important cultural landscape for local residents and visitors, within the context of the national park.

Local and regional partners are ready to move these cultural plans forward with DEWA—given the imperative that all stakeholders understand the mandates that govern NPS actions and the extent of compliance required by federal laws and the regulations to undertake any new action within DEWA.

### ***Bushkill: A Cultural Landscape Strategy***

*A “cultural landscape” is the unifying principle for Bushkill Village conservation and a vehicle to deliver a wide variety of user experiences that can all originate from this important place.*

*Bushkill Village is a location that is uniquely capable of presenting a major “entre” venue into DEWA and a panoramic interpretation of its history and resources.*

*The BVCS recommendations support the recreation, conservation, and education goals of DEWA and partners—and unite smart, small-scale economic and appropriate transportation elements to support the national park mission.*

*The strategy to conserve Bushkill Village:*

- ***Requires no additional parkland acquisition***
- ***Targets efforts toward existing resources***
- ***Builds on current partnerships***
- ***Shares in funding and management actions***
- ***Coordinates collaborative responsibilities***
- ***Fulfills a community consensus***



## A Suggested Strategy

The Bushkill Village cultural landscape strategy includes elements in general priority: *(numbers correspond to graphic model on opposite page):*

**Turn Store (1)** *Rehabilitate for appropriate commercial uses*

**Peters House (2)**— *Rehabilitate for non-profit / cultural uses*

**Gas Station(3)**— *Rehabilitate for McDade Trail Center*

**Train Station Pavilion (4)**—*Adapt for interpretive / education*

**Post Office (5)**—*Postpone demolition, attempt to secure rehabilitation partner*

**US Route 209-Bushkill Falls Road (6)**—*Upgrade intersection to include pedestrian facilities*

**Transit Improvements (7)** *Parking (near Turn Store)*

**Transit Improvements (8)** *Bus stop/pedestrian*

**Transit Improvements (9)** *Market Pavilion*

**Transit Improvements (10)** *Village Streetscape*

**Signage / Interpretation( 11)**—*Use NPS System*

**McDade Trail / Bushkill Creek Bridge (12)**—*Construct*

**Railroad Trail / Bridge (13)**— *Rebuild as a walking trail bridge*

**Grist Mill Pavilion (14)**— *Rebuild as an interpretive shelter structure on former foundation*

**Mill Pond / Race (15)**—*Interpret / reuse for ice skating*

**Bushkill Outreach (16)**—*Make infrastructure improvements*

**Visitor Center (17)**— *Requires future DEWA visioning*

The local community understands that a “preservation” strategy is not possible, but that a “**conservation**” strategy is appropriate and achievable for a Bushkill Village cultural landscape.

This **BVCS** is the first step toward a comprehensive approach to conserve resources and interpret how the Bushkill cultural landscape evolved. The study recommendations are based on the community visioning process and creative strategies to meet those goals.

A consensus vision was expressed that Bushkill should remain as the cultural heart of the local community, where echoes of its former river valley culture still resonate within people and the landscape between remaining structures.

The community recognized the value of efforts by Lehman Township and DEWA to acknowledge the effects of the last 50 years, and to create a forum for people to express their ideas for conservation and renaissance at Bushkill. A way forward was articulated.

This consensus visioning process concludes in a year of special significance — the 50<sup>th</sup> Anniversary of DEWA in 2015. A suggested Conservation Strategy to treat and interpret Bushkill Village cultural landscape identifies multiple elements that combine the best of the past with present needs, and consciously recognize that today’s actions are tomorrow’s history.

## 1.5 A Strategy for Action

### Schedule

The **BVCS** presents a general five-year timeline for actions by various partners. Recommendations are targeted with the understanding that most partnership actions are contingent on both DEWA approval and the challenges of securing funding to meet preferred timelines.

**Fig. 1-36 (Opposite page ) A graphic model depicts a concept of a Bushkill Village cultural landscape** —The Turn Store (1) and Peters House (2) serve as existing “anchor” structures to help maintain a sense of the historic place at the US Route 209-SR 2001 intersection. The open central area is considered the Bushkill Village “green” and is featured for community park uses.



## Management

Actions such as alternative management strategies are largely contingent upon establishing and meeting the terms of a DEWA-partner operating agreement. This study recommends that LT assume maintenance of core areas of Bushkill Village and care for it effectively as a “community” park within DEWA oversight. LT would coordinate its management roles with DEWA, and negotiate future partnerships; pursue alternative funding opportunities; and conduct conservation actions.

## Costs / Funding / Partnerships

The study identifies general costs for preferred elements of the Bushkill Village cultural landscape; strategy; identifies potential partnerships; and anticipates deadlines to pursue various funding programs that may be matched to specific elements. A cooperative structure is suggested between LT, DEWA and perhaps other partners to execute the programs.

### ***Your participation is encouraged.***

Contact Lehman Township with questions or to get involved:

Phone: **570 588 9365**

Email: **[lehmanpk@ptd.net](mailto:lehmanpk@ptd.net)**

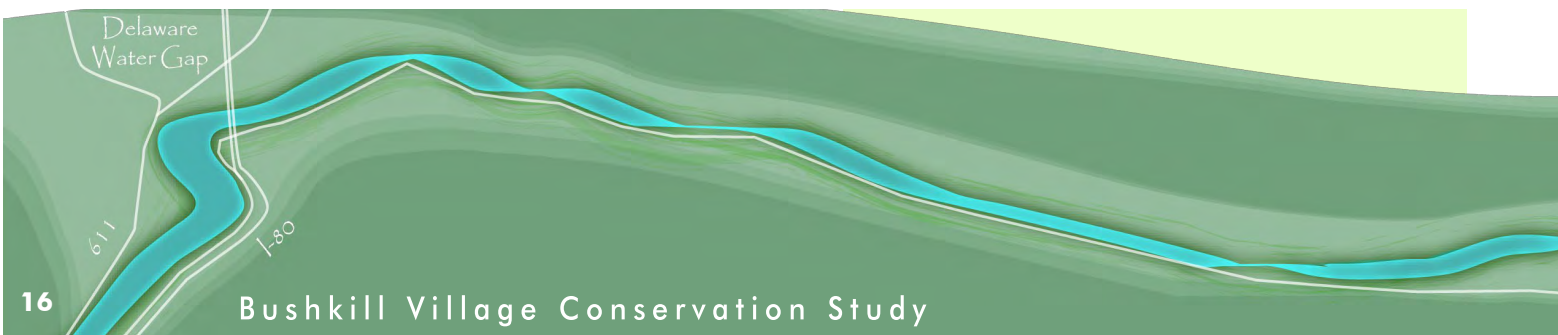
The complete **Bushkill Village Conservation Study** report can be accessed at: [www.LEHMANTOWNSHIP.ORG](http://www.LEHMANTOWNSHIP.ORG)



**Fig. 1-37** An image of the historic Railroad Station—was used as the interpretive inspiration to adapt the remaining foundation as a new multi-use park structure—concept below.



**Fig. 1-38** A graphic model of the interpretive Train Station pavilion—shows how the central location of the former railroad structure can remain culturally relevant at the heart of a 21st Century Bushkill Village. The proposed open-air park structure will serve multiple mission-critical uses, including: picnic pavilion; trailhead shelter; DEWA orientation/interpretive location; bus transit-user canopy; and potential small performance venue.





## Section 2

### Inventory / Analyses



**Fig. 2-1 US Route 209 intersection with Bushkill Falls Road** (looking north) with the historic Peters House at the corner—before highway improvements and installation of new traffic signals that replaced the blinking light “landmark.”



**Fig. 2-2 Bushkill Village**—aerial (2011) shows the intersection of S.R. 2001 and US Route 209 with major extant resources identified.

## 2.1 Transportation / Traffic

### Methodology

Information for this section was assembled from reviews of existing documents, communications with associated transportation administrators and professionals, on-site observations, and on-site data collection. Analyses considered preliminary traffic; geometric; signalization; modal; and context-sensitive opportunities with potential to reduce impacts and integrate smartly with land use priorities—as early as possible in the decision-making processes.

Two major transportation improvement projects were in process within Bushkill Village during this study: Bushkill Falls Road (S.R. 2001) by PennDOT and US Route 209 by DEWA.

### Overview / History

Bushkill is a historic crossroads that developed with traditional village land uses oriented around the intersection of Route 209 (the “river road”) and Bushkill Falls Road as it runs out of the Delaware Valley into the Pocono Plateau. A flashing traffic signal light was formerly in service as a local landmark for nearly half a century at this intersection and was recently replaced by a modern traffic signal system.

Today, US Route 209 serves as major artery along the Pennsylvania side of the Delaware River, connecting with local roads that run down into the valley between Marshalls Creek and Milford, PA. Volume, congestion and speed on US Route 209 are all primary travel issues through Bushkill and DEWA.





Railroad service to the former Bushkill terminal is long gone, but cultural artifacts of that historic transportation system, including the grade alignment and the station platform still exist at the center of the Village.

## Gateway “Sense of Arrival”

Travelers entering DEWA from the south on US Route 209 react with instinctual expectations that cultural activities will be occurring in Bushkill Village. Bushkill is a unique place – as the first location north of the Delaware Water Gap within DEWA that is physically and culturally suitable to provide both visitor services and direct access to multiple park amenities.

## US Route 209

### Roadway

The dirt roadways of the 1920s are now improved and the bridge over Bushkill Creek is modern, but the basic alignments of US Route 209 and the historic village roads are virtually unchanged. By the late 1960’s, federal plans were in place to reroute US Route 209 out of the valley and around the western side of the proposed Tocks Island lake that was to extend upstream, from below Bushkill to Matamoras, PA.

After the Tocks Island Dam project was halted, plans to realign Route 209 were dropped and a management program for this section of “Federal” 209 was adopted to limit commercial traffic through the Pennsylvania side of DEWA.

US Route 209 remains a federal highway that is classified by PennDOT as a rural minor arterial. This segment carries a high volume of commuter and visitor through traffic between I-84 (in Milford) to the north and I-80 (near the Delaware Water Gap) to the south.

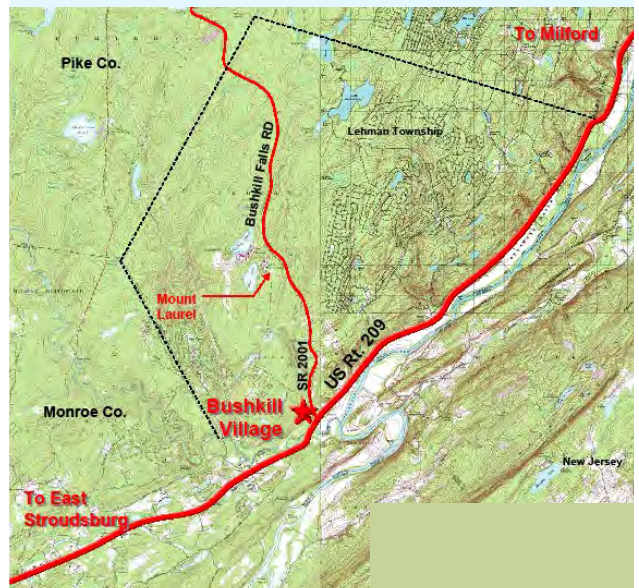
Shoulders, graded or paved, are essentially non-existent along most of US Route 209. Areas for parking and access to former commercial



**Fig. 2-3 DEWA Southern Contact Station** (looking south)  
*This location serves as the official entry and control point for visitors entering DEWA from the south on US Route 209. The iconic architecture signals the entrance to the national park, but the gatehouse location was not designed as a place to “welcome” visitors.*



**Fig. 2-4 US Route 209 Bushkill Creek Bridge** (looking north)  
*serves as a portal between two counties and two townships—as well as the de facto “entry” into DEWA and Bushkill Village. The shapes and scale of the former village are still recognized by the architecture of the Turn Store, Peters House and other structures.*



**Fig. 2-5 Route 209 and Bushkill Falls Road**—the major highways through Bushkill, are shown in relation to the topography and proximity to Walpack Bend in the Delaware River.



**Fig. 2-6 Shoulders and driveway access at the Turn Store** are undefined and parking is currently random within the Village area. The photo shows the tinsmith shop (foreground) before it was razed to rehabilitate the Turn Store.

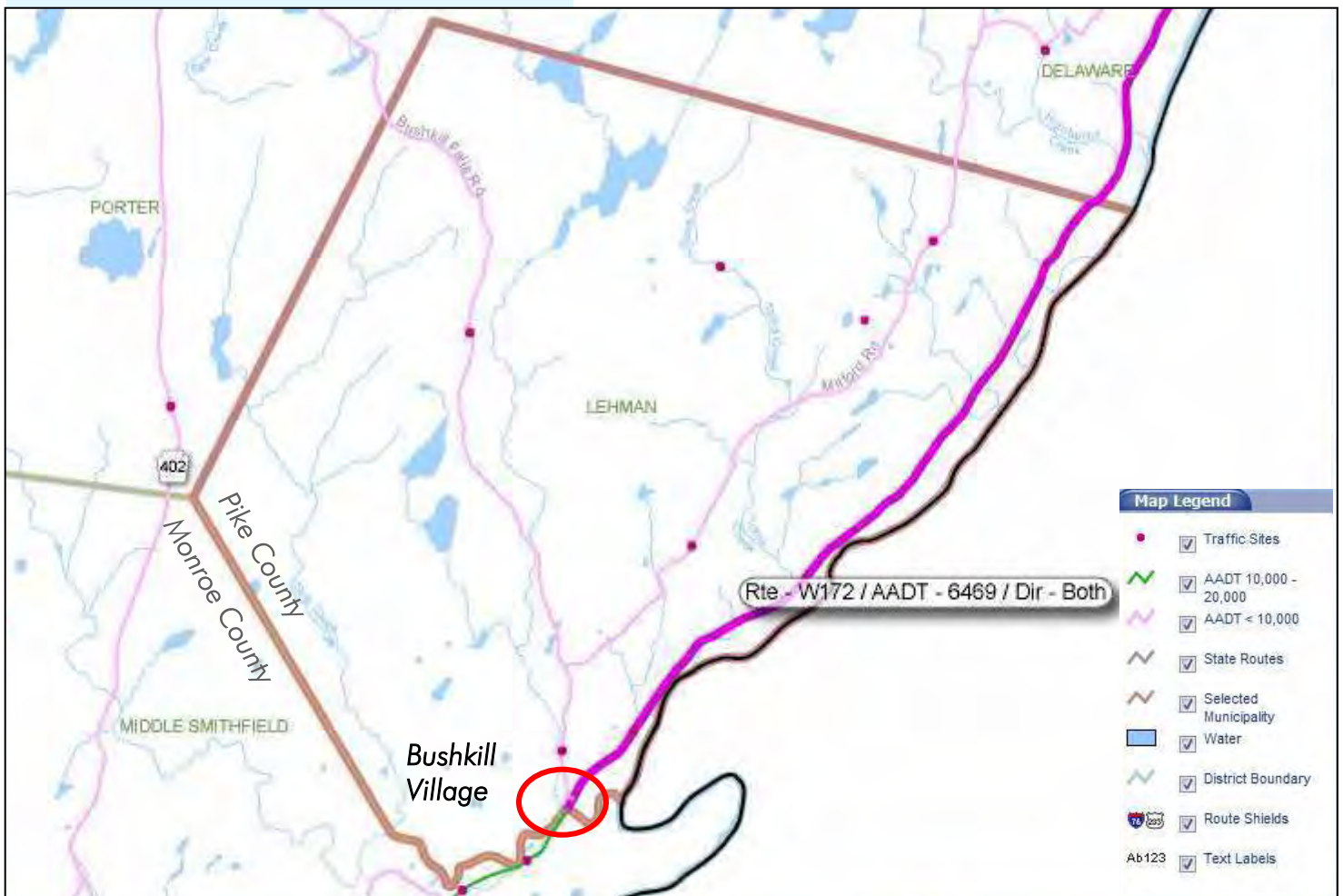
**Fig. 2-7 Average Daily Traffic (AADT) measured just north of the intersection US Route 209 with Bushkill Falls Road.** Approximately 6500 vehicles per day travel on US Route 209 in both directions.

properties within Bushkill Village create the sense of wider shoulders on both sides of US Route 209. These locations are currently undefined and serve as de facto parking areas for park users.

The posted speed limits on US Route 209 within DEWA are 35 or 45 miles per hour, and are enforced by NPS. The PennDOT Internet Traffic Monitoring System (iTMS) reports an Average Daily Traffic (ADT) volume of 6,469 vehicles per day, with 10% trucks on the segment of US Route 209 north of Bushkill Creek. (A full description of iTMS data for US Route 209 is included in the appendix.)

### *Intersection at US Route 209-Bushkill Falls Road (S.R. 2001)*

Based on volume warrants defined in the *Manual on Uniform Traffic Control Devices* (MUTCD 2009 Edition, Federal Highway Administration), a traffic signal was warranted at the intersection of US Route 209 and Bushkill Falls Road in the Bushkill study area. A left





turn storage lane was also warranted on northbound US Route 209 approaching Bushkill Falls Road.

During the course of this study, a federal project administered by DEWA was underway to design and construct modern signalized traffic improvements at the intersection of these state and federal highways. The program included replacement of the existing flashing signal with a modern traffic signal and a right turn lane from Bushkill Falls Road southbound on US Route 209, and construction of a left turn lane from US Route 209 westbound on Bushkill Falls Road. The preliminary design analysis for the intersection determined that the northbound US Route 209 lane widening required geometric reconfiguration that extends southward back to the Bushkill Creek Bridge. Shifting the northbound through-lane to the east to create the left turn lane also presents implications for any future crosswalk design on US Route 209; connections to McDade Trail; and possibly the location of a future northbound bus transit stop – in a general location where those needs all may converge near the intersection.

Pedestrian access and safety improvements associated with this intersection are intended to support the DEWA priority to develop Bushkill as transportation node with appropriate multi-modal services.

Intersection improvements were completed by DEWA during the course of the **BVCS** process. Understanding this, the Bushkill Village study team reviewed the preliminary intersection design and provided suggestions.

The final design of the US Route 209 and Bushkill Falls Road intersection should ultimately enhance safety and pedestrian accessibility within the village; attempt to minimize negative impacts on cultural resources; and prevent unnecessary foreclosure on future improvement options. Several priorities emerged as design considerations, including:

### Visual Impacts / Historic Context

A preliminary design for the proposed intersection indicated four



**Fig. 2-8 Improvements on US Route 209**—from the S.R. 2001 intersection to the Bushkill Creek Bridge on the north-bound side. The new US Route 209 geometry in this segment of roadway (looking south) is now three lanes wide, since DEWA improvements were completed.



**Fig. 2-9 Route 209 (pre-1930)** Looking north up Bushkill's dirt-paved "Main Street." The Peters Hotel is seen on the right and the Turn Store is located in the row of commercial shops on the left. The intersection with Bushkill Falls Road is beyond the rows of former street trees on the left.





**Fig. 2-10 US Route 209—Bushkill Falls Road intersection**—looking west (before highway improvements were made) The historic Peters House is seen in the right foreground. Two new crosswalks are suggested across Bushkill Falls Road and Route 209 to link the Peters House with the public green space on the southern side of the intersection, and another crosswalk across US Route 209 to connect to the McDade Trail.

signal mast arm locations, intended to comply with PennDOT regulations. The **BVCS** team suggested trying to reduce the number of mast arms as a means to minimize visual impacts of the new utilities on the adjacent historic resources and recreation resources.

It was considered important, if possible, to design the new signalization system without locating a mast arm at the northwest corner where it would impact historic views of the Peters House.

The Peters House is a major historic asset in DEWA and to the Bushkill Village cultural landscape. It is listed on the National Register of Historic Places and the resource was impacted negatively by PennDOT highway improvements to Bushkill Falls Road – resulting in a significantly truncated front yard landscape. These considerations are both cultural resource and practical issues.

A new crosswalk system was suggested for this intersection to help deliver pedestrian park users in two directions. If DEWA elects to install such improvements in the future, the Bushkill Falls Road crosswalk (north-south) will require careful grade manipulations on the northern side of the intersection to create a new ADA-accessible pedestrian route that can enable pedestrian access to the Peters House from the roadway elevation that also integrates with the site.

The Peters property lost significant area to the S.R. 2001 widening project. The **BVCS** team suggested that if a traffic signal mast arm location could be avoided on this quadrant of the intersection, it might prevent a negative visual impact to the Peters House, and possibly reduce design complications for an appropriate ADA walkway within the limited physical area of this high visibility location.

If a pole is needed to support a pedestrian signal head and pedestrian push button at this corner, it might be a pedestrian-height fixture located as far to the east as possible to reduce the visual impact to the Peters House from a southern vantage point.

A concept diagram was prepared to depict an alternative design for traffic signal pole locations at this intersection.

## Crosswalk Geometry / Locations

Other geometric considerations were considered important at this intersection.

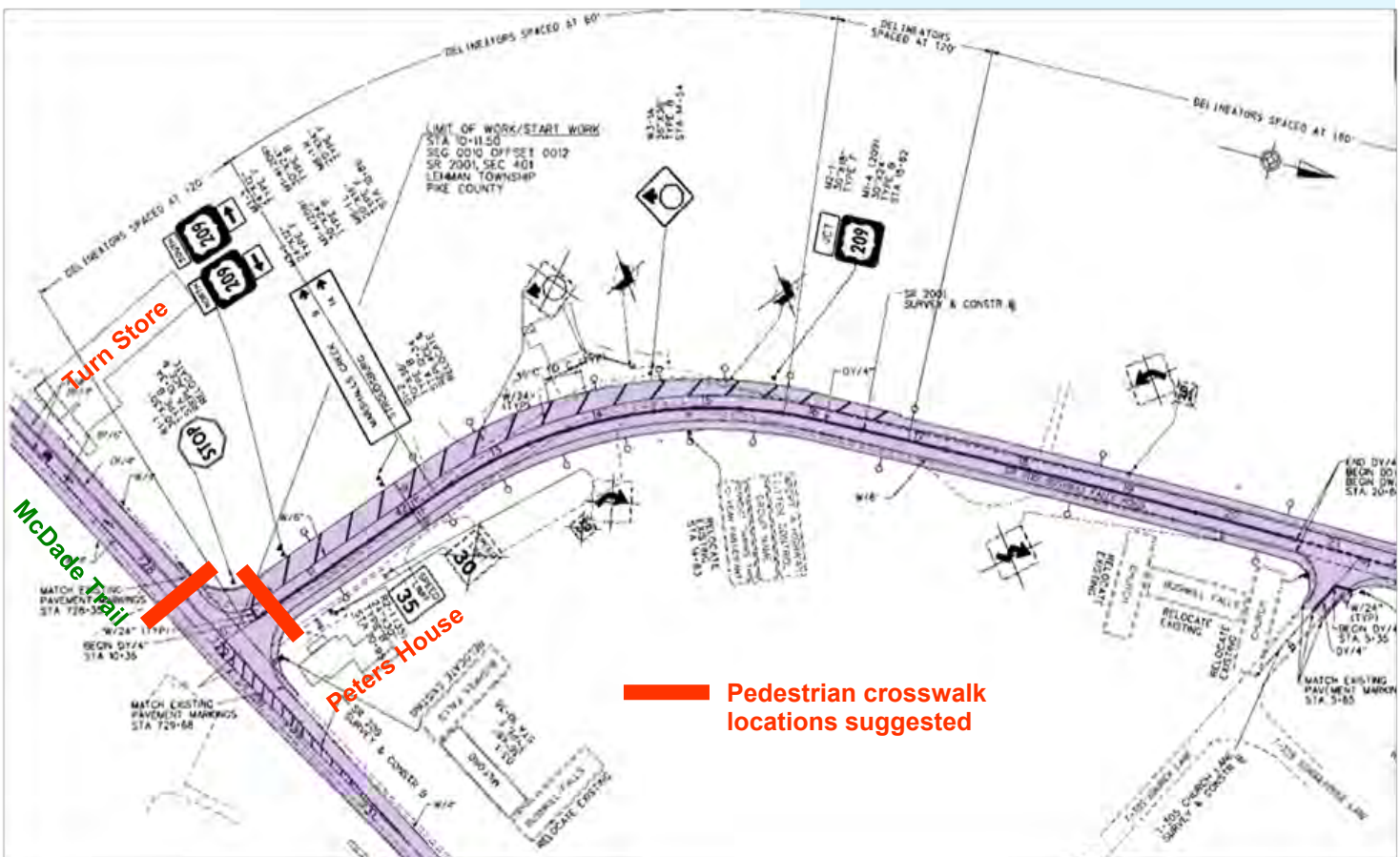
With roadway geometry of US Route 209 shifted to the east to accommodate a new northbound through travel lane and left turn lane, the alignment of a future east-west crosswalk on US Route 209 will need to be designed with pedestrian areas on both sides of the highway that are large enough to accommodate volumes of walkers and bicyclists who will be queued and waiting for the signal to cross the roads in multiple directions.

On the southeastern quadrant, design provisions should be made to gracefully integrate the McDade Trail at a pedestrian “plaza” and include a minor new pedestrian walkway that extends north to connect to the Bushkill Outreach. A short pole on the southeastern side of the intersection may be needed to mount a pedestrian-activated signal button for any future US Route 209 crosswalk.



**Fig. 2-11 US Route 209—Bushkill Falls Road intersection**—The graphic shows the general configuration of a pedestrian “plaza” area on the southwest corner of the intersection where anticipated groups of walkers and bicyclist may collect (during peak periods) while waiting to use future crosswalks on both highways. A similar plaza feature should be configured for the north and east corners as well.

**Fig. 2-12 US Route 209—Bushkill Falls Road intersection**—The diagram shows the configuration the new improvements to Bushkill Falls Road (S.R. 2001) at US Route 209. The legend indicates two important DEWA resources within Bushkill Village and suggested pedestrian crosswalks that can help link them for park users.





On the southwestern quadrant, it was recommended that the signal pole be located as far south as possible to allow maximum flexibility for design of a pedestrian plaza at this corner.

Transportation and cultural village improvements suggested for this corner include a potential arcade structure along the western side of US Route 209 that extends south from Bushkill Falls Road toward the Turn Store. This pavilion is intended to serve multiple uses, including: a bus transit stop, pedestrian-bicyclist shelter, picnic area, interpretive feature, and open-air "market" functions.

The presentation of a new open arcade toward the intersection corner and how it might physically address future crosswalks from the north and east is an important consideration to the functioning and visual quality of the Bushkill Village cultural landscape.

#### Context Sensitive Design (CSD) Considerations

Any new highway pedestrian crossings should be actuated so that they serve pedestrians as needed and minimize delays to vehicular traffic. Countdown pedestrian signal heads are the recommended option, to minimize visual impacts the southern façade of the Peters House. Pavement marking specifications should balance between the need to draw attention to the pedestrian crosswalks and sensitivity to the historic context. Thermoplastic or other durable pavement markings are suggested for longevity.

Faux ornamentation was not recommended for signal poles, and simple highway fixtures (not "period architectural" replicas) were suggested. Steel poles and mast arms were suggested to be painted black as a desirable low-cost, low-key solution to integrate the signal equipment into this special rural village environment. It was suggested to locate the controller cabinet on the east side of US Route 209, preferably on the northeast corner. Similar to the mast arms and poles, the controller cabinet can be painted black.

Scale is an important consideration for all transportation features at this location. FHWA has published guidance for design exceptions in scenic and historic areas. Guiderails, if introduced, should be carefully



**Fig. 2-13** The former Route 209 Bridge over the Bushkill Creek in the early 20th Century

assessed to decide whether special provisions are warranted for this historic context, and if so what materials, finish treatments, and detailing should be used that conform to DEWA standards.

#### Suggested Bus Transit Stop (Northbound)

Design of the S.R. 2001-US Route 209 intersection should consider the possibility that the northbound side of US Route 209 (north of the Bushkill Creek Bridge) may someday serve as a strategic stop for bus transit that will travel through Bushkill, as an extension of the current visitor shuttle service that uses Bushkill as a turnaround location. A southbound pull-off bus stop location is conceived as part of the Bushkill Village plan between Bushkill Falls Road and the Turn Store to directly link the transit service to the major intersection.

A similar, pull-off bus stop on US Route 209 northbound should be considered near the SR 2001 intersection so that transit users, pedestrians, and bicyclists are all encouraged by convenience and directed by smart physical design to use future highway crosswalks.

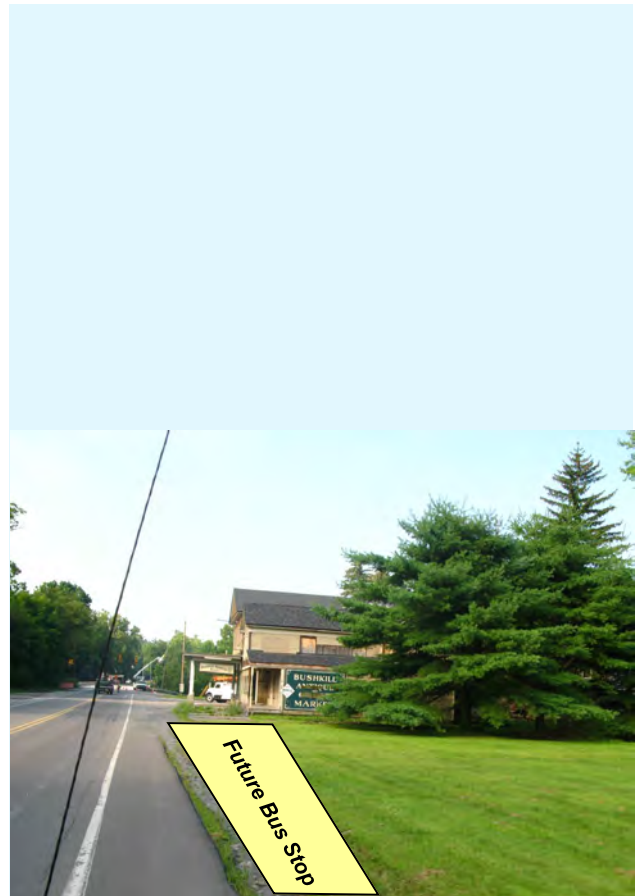
This strategy would allow travelers to embark and disembark in both directions near the signalized intersection, rather than for northbound travelers to embark and disembark at the Meeting Center (approximately 440 yards south of the intersection.) Highway design decisions and village context design features should discourage visitor temptations to cross US Route 209 at mid-block.

#### 4-way Intersection Potential

It was recommended that new traffic signal mast arms should be located to not preclude the potential to re-establish a future fourth approach to the intersection from the east.

This approach is currently an informal vehicular drive from US Route 209, to access the McDade Trail north of Bushkill Creek via a small lane to a cultivated field toward the river.

This location, directly across from Bushkill Falls Road, is expected to continue to serve as a driveway for NPS access to the northbound McDade Trail. A signal pole on the southwest corner was suggested



**Fig. 2-14 A DEWA bus transit stop** —is suggested for future development along the southbound shoulder of US Route 209, between Bushkill Falls Road and the Turn Store. A similar northbound transit stop should be considered for northbound service on the opposite side, near the intersection to reinforce visitor use of the pedestrian crosswalks by design and convenience.





**Fig. 2-15 The Route 209 bridge over Bushkill Creek**—directly below the confluence with Little Bushkill Creek (looking north). The extant resources of the Turn store and Peters House are seen in the distance, defining the northbound portal and vista into the Bushkill Village cultural landscape.

to serve a future eastern approach. This pole was suggested to be located as far west on Bushkill Falls Road as possible with the arm configuration that does not block sight distance to the signal heads that serve the eastbound approach on S.R.2001. A future driveway opposite Bushkill Falls Road might be shifted slightly to provide better east-west alignment and to position signal heads over the approach for receiving lanes.

### *Bushkill Creek Bridge (US Route 209)*

The existing box girder bridge carries two vehicle travel lanes and two 8' shoulders.

The first modern bridge known in this location was steel truss construction in place during the early 20<sup>th</sup> Century. Sometime after 1950 a concrete box and girder style bridge was constructed.

There are no existing pedestrian amenities on this bridge. Pedestrians or bicyclists seeking to cross the bridge must utilize the shoulders. It appears that with some minor modifications, there may be space to shift lane alignments to the west, reduce the western shoulder, create a wider pedestrian lane on the eastern side, and possibly add a physical barrier to improve safety by separating pedestrian/ bicycle circulation from the vehicular circulation. DEWA has identified this option as a temporary solution to convey McDade Trail users over Bushkill Creek—in the absence of a separate new trail bridge to be located downstream of US Route 209.

## Bushkill Falls Road

### *S.R. 2001 Improvements (PennDOT)*

Bushkill Falls Road (S.R. 2001) is a state highway, owned and maintained by PennDOT. S.R. 2001 rises westward from the intersection with US Route 209 and turns north (as Milford Road) near the crest of the Delaware palisades. The PennDOT iTMS reports an ADT volume of 7,111 vehicles per day, with 3% trucks on Bushkill Falls Road, which is classified as a rural major collector. The current

posted speed limit on Bushkill Falls Road in the project area is 30 miles per hour. *(A full description of iTMS data for US Route 209 is included in the appendix.)*

During the course of this study, PennDOT conducted a construction project on a four-mile section of the S.R. 2001 to improve horizontal and vertical geometry and to meet current design criteria for a 40 mile per hour design speed. *(PennDOT Bushkill Falls Road Widening Project (S.R. 2001, Section 401).*

### ***Impacts of S.R. 2001 Improvements***

The S.R. 2001 project was designed to meet current PennDOT safety standards and improve traffic conditions. In general, the roadway received major widening, including shoulders, drainage swales and side slopes.

The new roadway is now super-elevated (with steeper cross gradients) to allow increased speeds safely. Major drainage structures have been installed to serve the new roadway geometry with increased impermeable surface areas.

These improvements did not come without visible negative impacts. The scale of the new roadway section is now modern and most of the historic roadway character has been eliminated. Impervious cover of paving has increased, and this is especially visible along a wide new shoulder on the northern side of Bushkill Falls Road, between the Peters House and Church Road.

### ***Potential Mitigations***

If national park land on either side of S.R. 2001 are to be accessed by visitors via private motor vehicles, mitigation measures can help, including: signage (directional and warning;) relocation of existing entrances to the Peters House and comfort station sites (farther west on Bushkill Falls Road;) and a variety of potential traffic calming options (landscape restoration, and use of the northern shoulder for future turning lanes, etc.).



**Fig. 2-16 Bushkill Falls Road (S.R. 2001)**—westbound view of highway improvements from the second floor porch of the former Post Office building. The intersection with Church Road and the former firehouse can be seen in the distance.

### ***Highlights of Bushkill Falls Road (S.R. 2001) Widening Project:***

- *Approximately 4 mile project length on Bushkill Falls Road (SR 2001)*
- *Major horizontal / vertical realignment*
- *Revise posted speed limit to 35 MPH*
- *Upgrade signing / pavement markings*
- *Widen pavement and provide striping at the intersection of US Route 209 and Bushkill Falls Road (SR 2001) to accommodate potential future turning lanes.*
- *Completion: 2012*





**Fig. 2-17 Creek Road**—westbound view from US Route 209 intersection. This intersection has the worst level of service of any location within the Bushkill Village study area. Sight distances are limited at the uphill approach to the stop sign directly north of the US Route 209 Bridge over the Bushkill Creek. The historic gristmill foundation can be seen on the right side. This area receives considerable pedestrian and random parking activity as a favored fishing access location near the confluence of the Bushkill and Little Bushkill Creeks.



**Fig. 2-18 Creek Road Bridge over the Bushkill Creek**—view to the east (toward US Route 209.) This bridge should include a dedicated pedestrian facility when it is replaced, to provide safe pedestrian access to the southern side of the Little Bushkill and the Railroad Avenue area of the Bushkill Village cultural landscape.

## Secondary Roads

### *Church Road and Schoolhouse Lane*

These two roads are remnants of the historic village and part of the internal DEWA roadway system on the Lehman Township side of Bushkill Village. Church Road is a short, two-lane road connecting US Route 209 to Bushkill Falls Road that provides an alternative route between those highways, and defines the north side of the “block” surrounding the Peters House.

Schoolhouse Lane intersects with Church Road at mid-block and is essentially a cul-de-sac drive up to the former school building that is currently used by DEWA for offices. Church Road presents the potential to create a new driveway entrance to the Peters House “block” as an alternative to entering the property from the busy US Route 209 or S.R.2001.

Future adaptive reuses of the Peters House and its surrounding block may benefit from organizing a new driveway entry and internal circulation from the secondary Church Road. This will require a separate study by DEWA partners who seek to adaptively reuse the resource.

### *Creek Road and Community Drive*

These two former village roads are now internal DEWA roadways located south of Bushkill Creek in Middle Smithfield Township. Both roadways are used by local residents as routes to bypass US Route 209 and provide important linkages to points south, including; Delaware Water Gap, Shawnee on Delaware, Marshalls Creek, and various residential and resort developments.

Community Drive connects to the historic river road between Bushkill and Delaware Water Gap. Middle Smithfield maintains Community Drive .

The Creek Road intersection with US Route 209 has the lowest level of service of any intersection in the Bushkill Village study area.

## Creek Road Bridge

The Creek Road Bridge crosses the Little Bushkill Creek just upstream from its confluence with Bushkill Creek. The bridge of early 20<sup>th</sup> Century design with concrete parapets is owned by DEWA. It will likely require replacement soon. It is important for the Bushkill Village cultural landscape strategy and general safety to incorporate a dedicated pedestrian facility on the western side of a new bridge in this location, to facilitate a future ADA loop trail within the village.

## Driveway Entrances

The existing driveways into both the Peters House and to the DEWA public comfort station (located directly across Bushkill Falls Road) have been rendered more difficult for the public to access, since the S.R. 2001 improvements. The Peters House driveway is considered very close to the US Route 209 intersection for practical modern use. The apron to the comfort station driveway is now graded more steeply to meet the super-elevated edge of road grade at this highway curve. The comfort station driveway for westbound traffic is almost obscured from view to drivers on the highway. Vehicles exiting the comfort station parking area now have a more difficult maneuver to enter the super-elevated Bushkill Falls Road that slopes in the opposite direction from an uphill stopped position at the end of the driveway.

The undefined driveway area located south of the Turn Store and for the former gas station site are undefined, and meet the US Route 209 pavement at a relatively level grade with gravel or broken pavement surfaces that may appear as an extended roadway shoulder. Access from either direction is currently un-delineated into these sites.

The driveway entrances and exits to the Meeting Center parking area have better delineated vehicular entries on the north and south sides of the building. Bushkill Outreach uses a historic driveway to the church and rectory, Sight distances were not calculated for these highway access points, but the greatest limitation appears to be a vertical highpoint of US Route 209 directly north of the Church.



**Fig. 2-19 Automatic Traffic Recorder (ATR) Data Collection Locations—for the BVCS study.**



## Traffic Counts

The counts were conducted on Tuesday, August 3, 2010 from 6:30 to 8:30 A.M., and from 3:30 to 6:00 P.M., and on Saturday, August 7, 2010 from 12:00 to 2:30 P.M., at the following un-signalized T-intersections:

- A. US 209 and Creek Road
- B. US 209 and Bushkill Falls Road (SR 2001)
- C. US 209 and Church Lane
- D. Bushkill Falls Road (SR 2001) and Church Lane
- E. Church Lane and Schoolhouse Road

	6:30-8:30	3:30-6:30	12:00-12:30
	Aug. 3rd	Aug. 3rd	Aug. 7th
A1	10	10	6
A2	361	385	569
A3	22	11	24
A4	0	1	0
A5	0	2	1
A6	161	457	664
B1	3	6	14
B2	290	258	377
B3	5	9	11
B4	81	137	198
B5	55	161	295
B6	128	307	393
C1	3	5	3
C2	291	276	380
C3	8	3	1
C4	2	1	0
C5	0	1	1
C6	133	311	432
D1	0	0	0
D2	0	2	0
D3	0	0	0
D4	10	5	4
D5	1	1	0
D6	2	4	6
E1	4	4	4
E2	142	142	207
E3	4	4	6
E4	0	0	0
E5	1	1	0
E6	168	138	3

Fig. 2-20 Turning movement counts at locations referenced.

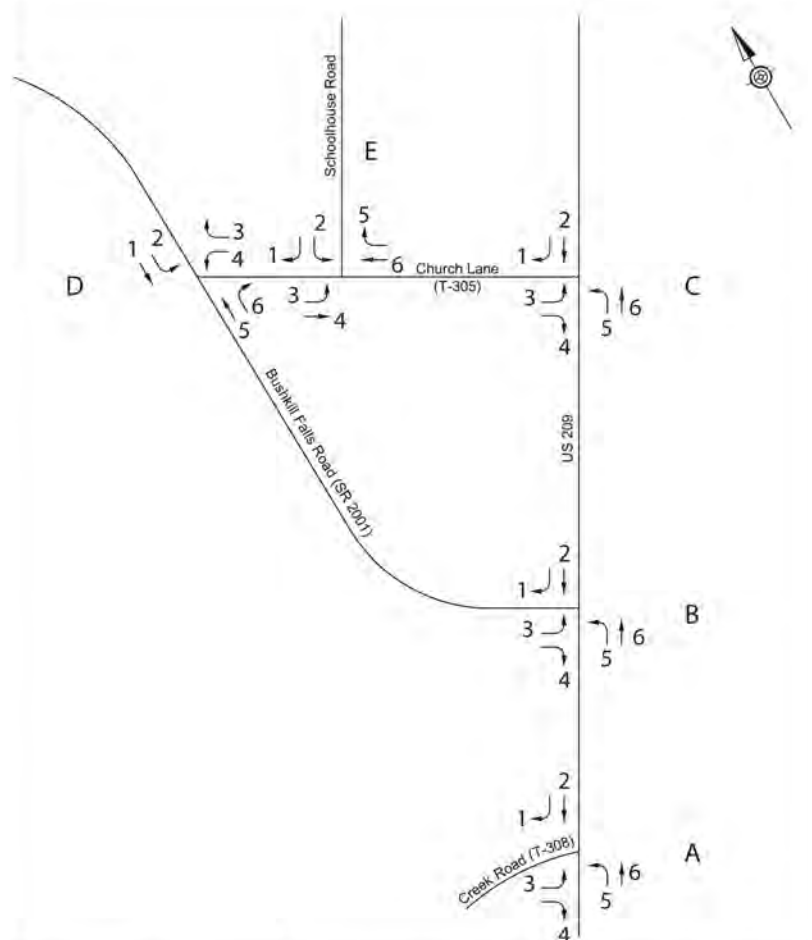
Fig. 2-21 Peak Hour LOS Diagram (at right)

## Traffic

### Automatic Traffic Recorder (ATR) Data Collection

As part of the Bushkill Village study, two ATRs were placed within the project area – one on US Route 209 south of Bushkill Falls Road (S.R. 2001,) and one on Bushkill Falls Road between US Route 209 and Church Road. Count data was collected for a one week period from Tuesday, July 13, 2010 to Tuesday, July 20, 2010. (ATR hourly data reports are included in the Appendix.)

The calculated Average Daily Traffic (ADTs) counts were 12,090 vehicles per day on US Route 209, and 4,333 vehicles per day on Bushkill Falls Road. Differences from PennDOT reported iTMS data may be due to the time of year the data was collected, as well as the fact that PennDOT values appear to have been estimated from base year 2006 data collected on US Route 209, and base year 2005 data obtained for Bushkill Falls Road.



During the period of this study the DEWA traffic counters were out of commission. ADT collection data from this study can be supplemented by valuable additional data to be collected by DEWA in the future.

### Manual Turning Movement Count Data Collection

The ATR data was reviewed to determine appropriate time periods for scheduling manual turning movement counts.

The peak hours at each intersection were determined from the traffic counts outlined in **Figure 2-20**. (*Manual turning movement count data are contained in the appendix.*)

### Level of Service (LOS) Analyses

Analysis of existing conditions at the study intersections was performed in accordance with procedures defined in the *Highway Capacity Manual* (Transportation Research Board, 2000) using Highway Capacity Software (HCS) Version 5.3. The results of this analysis provide Level of Service (LOS) and average delays for the intersection movements and for the overall intersection.

The LOS concept is a rating system established to evaluate the operational adequacy of an intersection or roadway. Six “levels of service” are defined with letter designations from “A” to “F.” LOS “A” represents the best operating conditions and LOS “F” represents the least favorable conditions.

LOS for un-signalized intersections are based on the average total delay for traffic movements being made from the stop sign-controlled approaches of the minor road and the left turn movements from the major road. LOS criteria for un-signalized intersections are outlined in **Figure 2-22**.

Existing peak hour LOS and average control delays are summarized in **Figure 2-21** (*Corresponding HCS reports are included in the appendix.*) Overall intersection delays and LOS were calculated using the procedure defined in PennDOT’s *Policies and Procedures for*

Level of Service	Control Delay (seconds per vehicle)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

**Fig. 2-22 Level of service criteria unsignalized intersections**

*Reference: Exhibit 17-2, Level of Service Criteria for Two-Way Stop-Controlled Intersections (HCM 2000)*



### ***DEWA Historic Crash Data (Route 209)***

#### *Severity Summary (by number of crashes)*

- *1 fatality attributable to driver distraction*
- *49 involved injury or required towing*
- *37 did not involve injuries or require towing*

#### *Driver Actions Summary (by number of crashes)*

- *Driver distraction: 31*
- *Animals: 14*
- *Driver error: 12*
- *Weather conditions: 11*
- *Speeding: 9*
- *Physical impairment: 8*
- *Mechanical issue: 2*

*Transportation Impact Studies (2009). (Overall intersection LOS calculations are also found in the Appendix).*

All movements and intersections presently operate at LOS "D" or better during peak periods, with the exception of the eastbound Creek Road approach to US Route 209, which operates at LOS "E" during the Saturday midday peak hour.

### ***Historic Crash Data***

PennDOT supplied crash data for Bushkill Falls Road (S.R. 2001) from 500 feet north of its intersection with Church Lane to the intersection with US Route 209.\*

*\* This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.*

The data represents reportable incidents from January 1, 2005 to December 31, 2009, and includes information about the location, date, time, weather and severity, as well as a brief description of each crash and direction of travel. As displayed on the crash diagram, there were a total of four (4) crashes reported.

DEWA compiled crash data for US Route 209 within mile markers 1 and 2, and Bushkill Falls Road (S.R. 2001) near US Route 209. The range of data is labeled as encompassing motor vehicle accidents within approximately 500 feet of the intersection of US Route 209 and Bushkill Falls Road. The data represent the incidents provided (83 total) occurring from February 2005 to April 2010, including information about date, time, weather and severity, as well as brief descriptions of driver actions. Specific accident locations, vehicle directions and crash type information were not provided, so this data could not be depicted in a diagram, but is presented in tabular format (*refer to sidebar.*)

None of the four crashes supplied by PennDOT are duplicated in the DEWA report, resulting in a total of 87 crashes within the Bushkill study area. The crash information was evaluated for patterns or

characteristics indicating inadequate geometry or other safety problems within the project area. One incident involved a motorcycle and all others involved motor vehicles. There were no crashes involving pedestrians or large trucks.

Thirty-six percent (36%) of the crashes were attributable to driver distraction. However, since the collision types (e.g. angle, rear end, etc.) were not provided, it is not possible to evaluate whether specific crash patterns may exist in the project area. Future information about vehicle direction and crash type can help facilitate the identification of possible countermeasures.

Field observations indicated that left turns from US Route 209 to Bushkill Falls Road often result in queued traffic on northbound US Route 209. A left turn lane was planned but did not exist at the time of this study. The large left turn volume may cause an increased number of left turn angle/head on and rear end type crashes.

In this situation, countermeasure examples include: adding a turn lane, prohibiting or re-routing left turn traffic, constructing a traffic signal, and installing roadway lighting.

Many of these measures are included in the DEWA plans for upgrading this intersection. More than half of the speed-related crashes occurred on Bushkill Falls Road. The posted speed limit in the project area during the Bushkill Village study period was 30 mph.

During the course of this study, a PennDOT construction project was underway for a four mile section of Bushkill Falls Road (S.R. 2001 and S.R. 2003). The PennDOT project consists of roadway reconstruction, realignment and lane/shoulder widening. Horizontal and vertical geometry are to meet current design criteria for a 40 mph design speed.

The addition of new guide rail, pavement markings, drainage, signing, impact attenuators and raised pavement markings will improve safety on Bushkill Falls Road (S.R. 2001) in the project area.

Most of the crashes related to wet or icy roads occurred on US Route

209. Possible countermeasures include refreshed pavement markings, drainage improvements, “slippery when wet” signing, improved skid resistance through pavement overlay or grooving, and speed limit reduction. (This will not likely be practical since the posted speed limit is 35 miles per hour in the project area.

## Sight Distances

### At Driveways on Bushkill Falls Road

Preliminary sight distance analyses associated with the conceptual driveway access locations to Bushkill Falls Road was performed using the methodology defined in Pennsylvania *Code Title 67 Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads* (hereafter referred to as “Chapter 441”). The proposed horizontal and vertical alignments from PennDOT’s S.R. 2001 Section 401 project design were used.

Three types of sight distances were evaluated considering both horizontal and vertical components. Each type of sight distance is described and pictorially represented. (*PennDOT form M-950S is included in the Appendix.*) Chapter 441, Section 441.8 states,

*“Posted speeds shall be used unless operating speeds vary from the posted speed by more than ten miles per hour, in which case the Department may require that operating speeds be used.”*

As the Bushkill Falls Road alignment was being constructed, actual operating speeds were not obtainable. Therefore, the proposed posted speed of 35 miles per hour was used.

Driveways are required to be located at a point within the property frontage limits which provides at least the minimum sight distance listed in Table 1 of Chapter 441, Section 441.8, reproduced in **Figure 2-23**.

Sight distances were not estimated at the conceptual driveways for drivers looking toward the US Route 209—S.R. 2001 intersection, since all oncoming traffic enters Bushkill Falls Road from a turning maneuver, and thus travels at a lower speed than what is posted.

## Sight Distances

*Sight distance sketches were developed specifically for eastbound traffic at driveway access locations on both sides of Bushkill Falls Road, using the following information:*

- *Proposed initial driveway locations estimated at station 13+25.*
- *The farthest point of required sight distance for the initial driveway locations was approximated at station 17+95.*
- *Vertical curve sight distance is measured from a 3.5’ driver eye height to a 3.5’ object height.*
- *Horizontal sight distance is measured from 10’ from the edge of roadway to the center of the oncoming lane.*

Posted Speed (mph)	Safe Sight Distance - Left <sup>1</sup> (feet)	Safe Sight Distance - Right <sup>1</sup> (feet)
25	250	195
<b>35</b>	<b>440</b>	<b>350</b>
45	635	570
55	845	875

**Fig. 2-23 Safe sight distance** for passenger cars and single unit trucks exiting from driveways onto two-lane Roads (Measured from a vehicle ten feet back of pavement edge. Reference: Exhibit 17-2, Level of Service Criteria for Two-Way Stop-Controlled Intersections (HCM 2000))

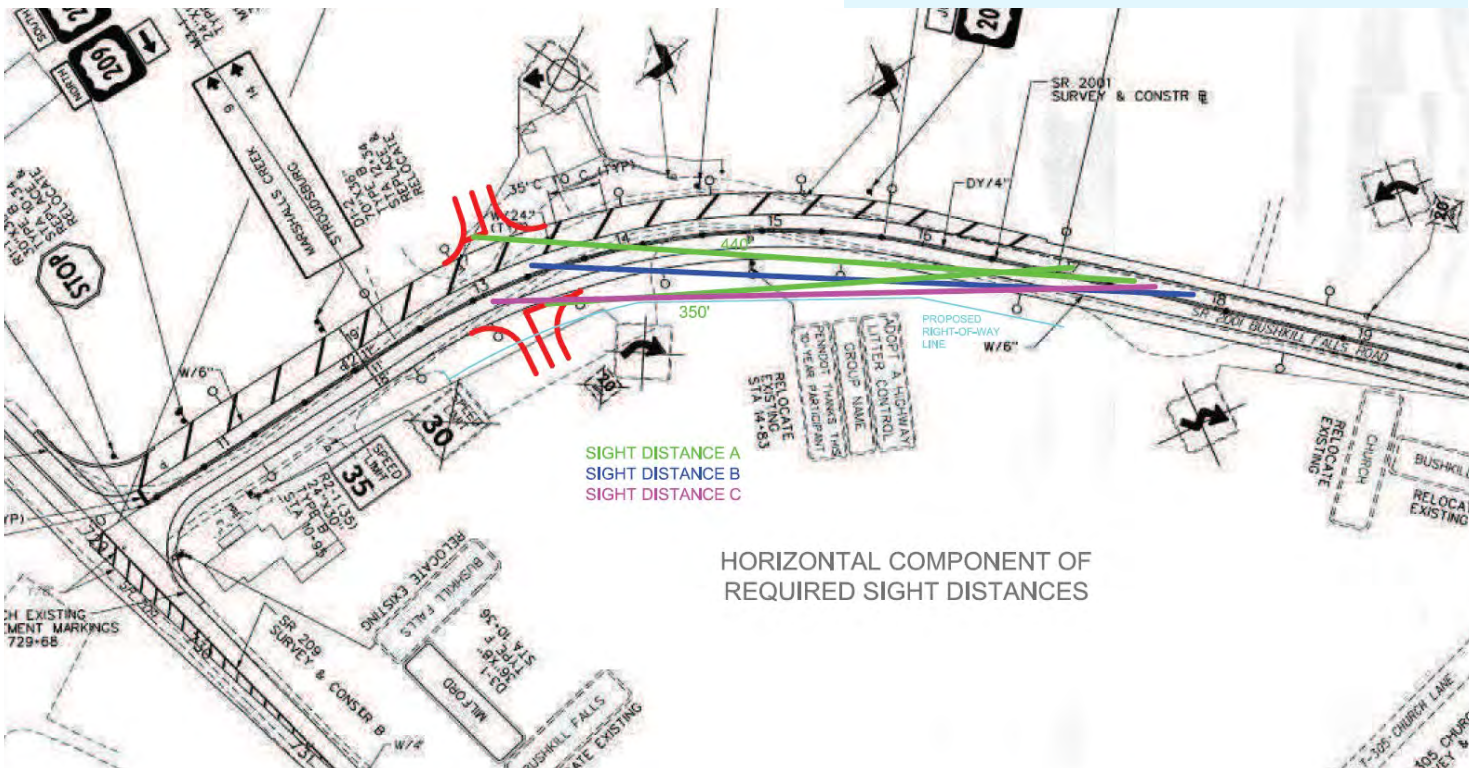


**Fig. 2-24 Sketch "A" (below) – Sight distance investigation** for existing driveway locations on Bushkill Falls Road.

Site distances from Church Lane on to US Route 209 were not plotted as part of this study, but on-site observations indicate the intersection sits near the crest of a rise in US Route 209 and that vertically, north and south visibility is good. Vegetation may need to be cleared back from the intersection to provide clear sight horizontally to the south.

This intersection is located on a horizontal curve of S.R. 2001. Sight distances need to be plotted in both directions to determine safety. From on-site observations it appears that the embankment on the south side of Church Lane may need to be re-graded to improve

**Fig. 2-24 Sketch “A” (below) – Sight distance investigation** for existing driveway locations on Bushkill Falls Road.



horizontal sight distance for vehicles at the stop sign.

All work within the S.R. 2001 right of way (ROW) will require an Highway Occupancy Permit (HOP) from PennDOT, including; improvements to the Church Road intersection, and relocation or upgrades to DEWA driveways at the Peters House and the comfort station parking area across the highway.

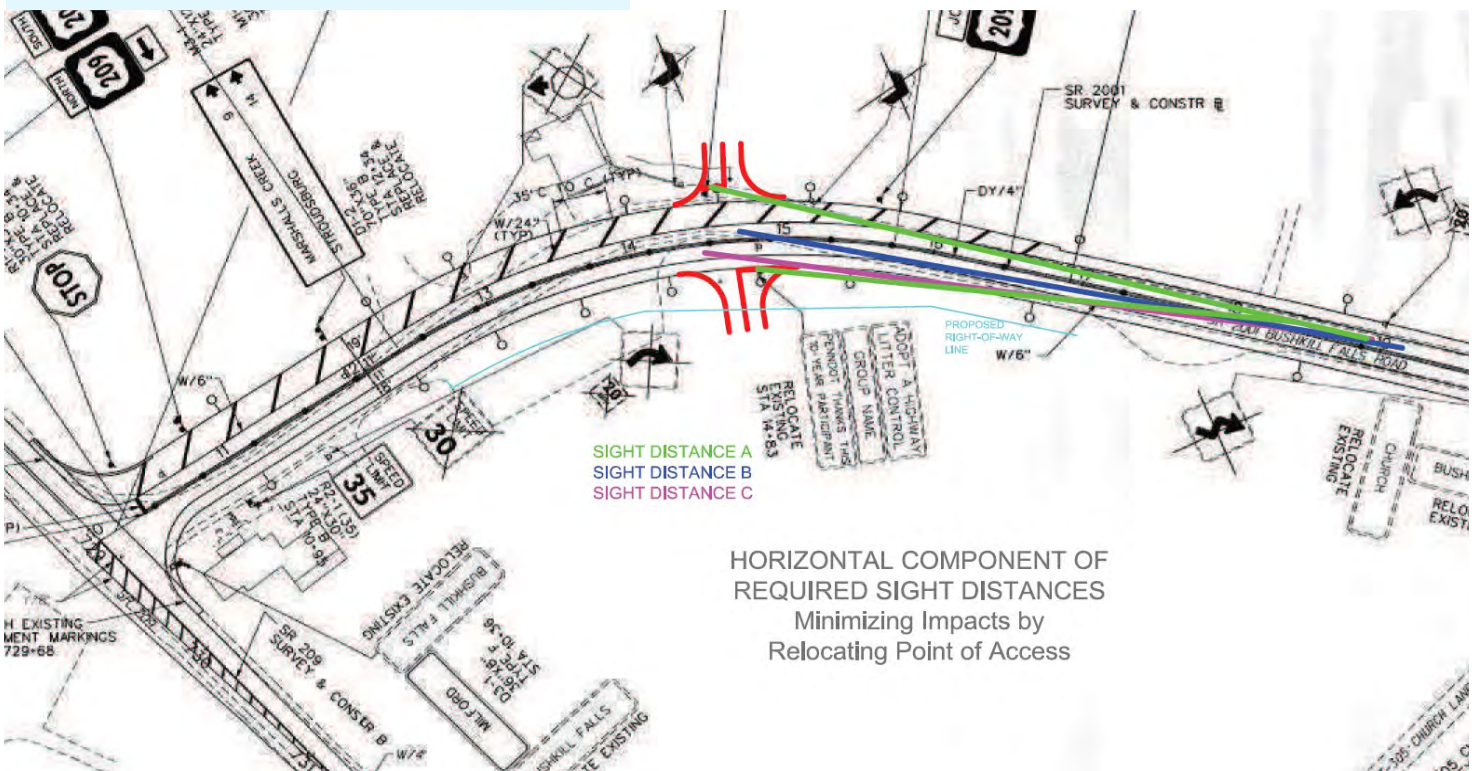
### *Traffic Generation*

Bushkill Village is, and always will be, a major traffic hub within DEWA. Currently, Bushkill serves primarily vehicular traffic, but in the future it will serve increased numbers of park transit users and McDade Trail users.

Peak periods of traffic congestion in Bushkill currently occur during several seasons of the year and times of day. In general, nine months of the year there is school-generated bus and auto traffic in the mornings turning left onto Bushkill Falls Road (from East Stroudsburg) and right onto US Route 209 in the afternoons.

These "school" traffic patterns are generally reversed by commuters from the Lehman "travelshed" who collect along Milford Road and

**Fig. 2-25 Sketch "B" (below) – Sight distance investigation for potential new driveway locations on Bushkill Falls Road.**



travel south on US Route 209 and to work destinations as distant as New York City.

During the peak visitation months in DEWA (June, July, August) traffic congestion occurs throughout the park on US Route 209, and is exceptionally congested at the US Route 209 intersection with Bushkill Falls Road, at times when commuters are trying to turn and visitors are trying to travel through on US Route 209. The new traffic signalization will help formalize these movements.

PennDOT roadway improvements on Bushkill Falls Road took into account traffic to be generated by the operation of a Mount Laurel Center for the Performing Arts, as well as a proposed development on the site of the former Unity House. Since that time these projected developments did not materialize.

The potential to revitalize Bushkill as a cultural landscape attraction and the projected traffic that activities within the Village might generate is dwarfed by the potential traffic volumes that will be generated during peak operations should Mount Laurel reopen as a major performance venue, and if the “build out” of the originally proposed new housing development occurs in the future. The **BVCS** estimated the potential parking build out in Bushkill to understand the maximum number of cars/visitors that might be physically accommodated within the Village center. The maximum estimate was for comparison only, not a suggested cultural landscape strategy.

The understanding between Lehman Township and DEWA is that planning for events that might exceed the DEWA preferred parking capacity within Bushkill Village will require some sort of event shuttle system with remote parking sites at Bushkill Access Area and/or other locations south of the Village, perhaps outside DEWA boundaries.

In general, events planned for Bushkill Village, such as the annual Bushkill Outreach Market, or perhaps a small performance or education event, can be strategically scheduled with DEWA to avoid potential conflicts with other activities around the Bushkill area.





**Fig. 2-26 Former Streetscape**—This historic photo (view toward south) with the intersection of Bushkill falls Road located just beyond the Peters House on the right. The image depicts many of the village streetscape elements, including; roadway scale, canopy trees, fences, signage and pedestrian areas. Similar elements can be reintroduced to the Bushkill Village cultural landscape to help calm vehicular traffic and que modern pedestrian movements.

It is important that Bushkill cultural landscape strategy be conceived to serve both individual and group visitations, and that traffic, parking and land uses do not create inappropriate demands or impact the preferred conservation strategy for the Village.

### *Traffic Calming Opportunities*

In addition to typical geometry, signals and signage, traffic calming techniques may be possible to help calm traffic and reduce pedestrian-traffic conflicts in Bushkill.

### Landscape Features

Elements of the traditional Bushkill landscape “vocabulary” can be re-established along US Route 209 and Bushkill Falls Road, and most of these are universally recognized as features that contribute to traffic calming in village settings.

Many landscape objects that are properly located in relation to a highway right of way can help moderate the effects of modernized roadway scale. Spatially, a narrower and lower feeling of “enclosure” around the roadway, will generally help lower speeds that are driven through these corridors.

Tree canopies help define the shape of a corridor on the sides and above the roadway, and can function as traffic calming devices, as well as provide scenic and environmental amenities.

Fences, lighting, driveways, architecture, and other street furniture type of amenities are all iconic village elements that can help elicit reactions from motorists who will recognize familiar cultural cues and respond to those visual “prompts” by lowering their speed.

Bushkill has many cultural landscape elements (buildings, driveways) that still exist and other elements (fences, street trees) that can be re-established and upgraded within the context of integrated 21st Century land use-transportation improvements.

## Signage

DEWA has developed a comprehensive signage plan for the entire park. In addition to standard safety signage, well-designed informational, identity, and directional signage can all be utilized to help influence motorist reactions when approaching and traveling through pedestrian-oriented areas, as envisioned for Bushkill Village.

## Shuttles

Transit buses operate during the summer months within DEWA and abide strictly by the posted 35 mph speed limit on US Route 209. Passing zones are few, and buses and shuttles tend to control the flow of traffic behind them as they travel through the park. Bushkill Village serves as the transfer location between the north and south bus loops.

# Transportation Alternatives

## DEWA Alternative Transportation Feasibility Study, 2009

This study was funded by the Federal Highway Administration (FHWA) and administered by DEWA to evaluate short and long-term options to provide alternate modes of transportation within DEWA.

The **BVCS** acknowledges existing MCTA bus service (that currently terminates at the DEWA southern contact station on Route 209,) as a potential future transit link. Current headways for buses on the Yellow Route prevent MCTA from initiating a service extension at this time. However, the potential to serve Bushkill—not as a park and ride location—but as a new northern terminus of the Yellow Route remains a potential option based on future service changes.

## Transit Partnerships

### Monroe County Transit Authority (MCTA)

Monroe County Transit Authority (MCTA) provides five (5) rural and inter-city fixed bus routes and para-transit services within Monroe County, using a variety of gas, diesel, and hybrid diesel-powered

### ***MCTA Service Route***

*MCTA average daily ridership is about 1600. MCTA serves Monroe County with the following bus routes:*

***Orange Route*** - Effort/  
Broadheadsville/  
Snydersville to Stroudsburg

***Blue Route*** - Tobyhanna/Mount  
Pocono/ Tannersville to Stroudsburg

***Red Route*** - Stroudsburg/East  
Stroudsburg/ East Stroudsburg University  
(Service to Tannersville /  
Delaware Water Gap on  
weekends)

***Yellow Route*** - Delaware Water  
Gap/ Marshalls Creek to  
Stroudsburg/ East Stroudsburg

***Tobyhanna Express*** -  
Tobyhanna Army Depot to  
Stroudsburg/Stroudsburg



**Fig. 2-27 DEWA Bus Shuttle** advertisement on the full size vehicle that serves the southern DEWA loop .



**Fig. 2-28 DEWA Pony Shuttle**—with Bike/Boat trailer that serves the northern DEWA loop.. Bushkill Village is the transfer location between the north and south summer bus services in DEWA.

buses. MCTA is funded in part by PennDOT, the Federal Transit Administration (FTA), local matches and farebox revenues. In 2009, MCTA served over 402,000 riders on both its fixed route buses and para-transit programs. MCTA average daily ridership is about 1600. MCTA serves Monroe County with the following bus routes:

#### DEWA Pilot Bus Service - Weekend Scenic Tour / Recreation Shuttle

In 2010, MCTA began a partnership with NPS to offer scenic fall foliage bus tours through DEWA on Saturdays via fixed route along US Route 209. This partnership has continued each season since. MCTA Pocono Pony shuttle buses are equipped with racks for bikes and DEWA service passes through Bushkill Village. The transit program demonstrated the shared vision of MCTA and DEWA to provide alternative modes of transportation within DEWA.

In 2011, these services were expanded to include Saturdays and Sundays between April 30 and October 30. A larger bus type was used to travel between East Stroudsburg and Bushkill via River Road for the “Riverview” segment of the route. The McDade Mover, a smaller bus with a trailer and the ability to transport bicycles and boats, provided service between Bushkill and Milford. Visitors using the McDade Mover were able to leave their cars in the Bushkill area and transport their boats and bicycles upriver to the desired starting point of their trip. In addition, the MCTA service was intended to coordinate with vendors such as Kittatinny Canoes, whose customers might avoid taking their vehicles through DEWA by using the shuttle.

The MCTA’s Yellow Route weekday service operates between the Stroud Mall and the DEWA southern contact station, which is located on US Route 209 approximately one mile south of Bushkill Village. One issue with extending the route one mile farther north to make Bushkill the terminus is the existing tight “headway” time interval of approximately two hours. The two-mile additional length of the Yellow Route round trip cannot be accommodated by the existing MCTA Yellow Route schedule. Any such service extension inside DEWA would not be considered for a Park & Ride facility.



### Bushkill as a DEWA Transit Hub

Parking is a primary constraint and one reason that eliminates the possibility for Bushkill Village to serve as a Park & Ride location that might serve weekday commuter use for area residents.

DEWA policy seeks only park transit bus users who travel within the park or from the limited bus stop locations outside the park to use the bus as a recreation excursion service. The DEWA shuttles are not intended as a standard public transportation service, and park & ride facilities for standard bus transit are not acceptable within DEWA.

Expanding the seasonal transit services to year-round service out of the river valley route to locations such as the Pine Ridge community is not anticipated by MCTA, due to anticipated low ridership and concerns related to buses negotiating mountain roads during the winter months.

Under either scenario, Bushkill is geographically and physically suitable to continue as a transit hub for DEWA recreation users.

### Event Bus Shuttle Service

Special events that might be held within Bushkill Village, such as small outdoor amphitheater venues, would tend to draw higher than average vehicular traffic during specific hours and days.

With limited parking improvements being proposed in Bushkill Village, delivering visitors to such future events will likely require a bus shuttle service from an off-site parking area.

Use of the Mountain Laurel Center location for periodic remote parking would require an agreement with the property owner, as well as provisions for an adequate bus turnaround in Bushkill. One issue with remote parking at Mount Laurel is that many northbound visitors would need to travel through Bushkill twice to use it. Due to weather and roadway conditions, shuttle service would likely be limited to Bushkill events scheduled between spring and fall.

The PennDOT Park & Ride lot on Route 209 (south of DEWA, near

### ***A summary of suggestions applicable to Bushkill Village bus transit service:***

- *Consider extending MCTA's Yellow Route northward along US Route 209 in Lehman Township. This route currently terminates at the DEWA south contact station, but could possibly be extended in the future to enter or even pass through Bushkill Village to serve to the Pocono Environmental Education Center. This expanded service could be an integral transportation element of the Bushkill Village conservation strategy.*
- *A future, regular fixed-route bus transit stop at Bushkill Village could interface with a major public access trailhead for the McDade Trail year round.*
- *The DEWA Alternative Transportation Feasibility Study, 2009 identified Bushkill as a potential location for a future visitors' center, however there is no provision for this action in the current 1987 DEWA GMP. Pursue this concept.*



**Fig. 2-29 DEWA Bus Shuttle service** has used the informal parking area, directly south of the Turn Store as the north-south shuttle transfer location. The private rehabilitation of the Turn store will help support improved visitor facilities and user amenities in Bushkill Village, by helping to support the needs of shuttle riders.

Marshall's Creek) would be the optimum park-shuttle location, if MCTA was the designated shuttle service provider.

Advantages to this location include; the lot is public; it is on the existing MCTA Route 209 service route; bus shelters are planned to be installed by MCTA; and the route to Bushkill Village is relatively straight and level.

The PennDOT Park & Ride lot at Delaware Water Gap is less desirable in terms of travel distance to and from Bushkill Village. Observations indicate that the parking lot on Route 209 currently has excess capacity on both weekdays and weekends.

Ultimately, any plan to use shuttle service to and from Bushkill Village events will be determined by the arrangement between the service provider and the third party responsible for obtaining the service.

Regulations governing charter service are defined in 49 C.F.R. §604 (2008). This part *"protects private charter operators from unauthorized competition from recipients of federal financial assistance under the Federal Transit Laws."*

A Federal Transit Administration-funded entity such as MCTA may provide charter service, on its own initiative or at the request of a third party, only when no registered charter provider responds to a notice issued by MCTA in accordance with §604.14. \

### *Trails*

Trails can be considered a transportation mode, however most trails within DEWA, are clearly recreation facilities for biking, hiking and walking, including the 30-mile McDade Recreation Trail.

Transportation facilities that interface with DEWA recreation resources include; trailheads, roadway crossings, and shuttle stops.

Recreation trails are often funded differently than transportation trails. This issue is discussed in Section 2.5.

# Parking

## Existing Conditions

An estimate of the informal parking areas that currently exist within Bushkill Village yielded approximately the equivalent of 60 spaces.

## Alternative Parking Studies

The study team assessed a variety of rehabilitation alternatives based on different land use scenarios that resulted in several potential levels of parking intensity. The maximum build-out number of parking spaces that are physically possible to develop within Bushkill Village meet neither DEWA policy, nor the intent of the *BVCS*.

## Suggested Parking Strategy

A number of parking spaces to be formalized within Bushkill village was negotiated between DEWA and LT — by using Lehman Township ordinance requirements to set the maximum number of formalized spaces for specific resource properties (eg: Peters House and Turn Store ) The initial concept to formalize approximately 90 spaces on the south side of the Turn Store is now not needed to satisfy the new private plan proposed to rehabilitate the property for commercial reuse. Six parking spaces were identified at the Peters House to comply with township regulations for adaptive reuse of that structure—based on square footage. *(A full description of the DEWA parking strategy is in Section 4.)*

# Signage

## DEWA Comprehensive Signage Plan

DEWA has completed a comprehensive signage system that includes all types of signage within the park. Questions arose during the Bushkill Village study about the whether the previous directory signs would be replaced on US Route 209 at the Bushkill Falls Road intersection to inform people of local attractions. Directional signage can be considered differently that advertisement signage.

### Bushkill Remote Parking Options

Three potential offsite parking locations and their respective travel distances from Bushkill Village include:

- 1. Mountain Laurel Center for the Performing Arts in Lehman Township (4 miles)
- 2. PennDOT Park & Ride lot on US 209 in Middle Smithfield Township (7 miles)
- 3. PennDOT Park & Ride lot at the Delaware Water Gap Welcome Center in Smithfield Township (13 miles)



## *Delaware River Water Trail Signage Plan*

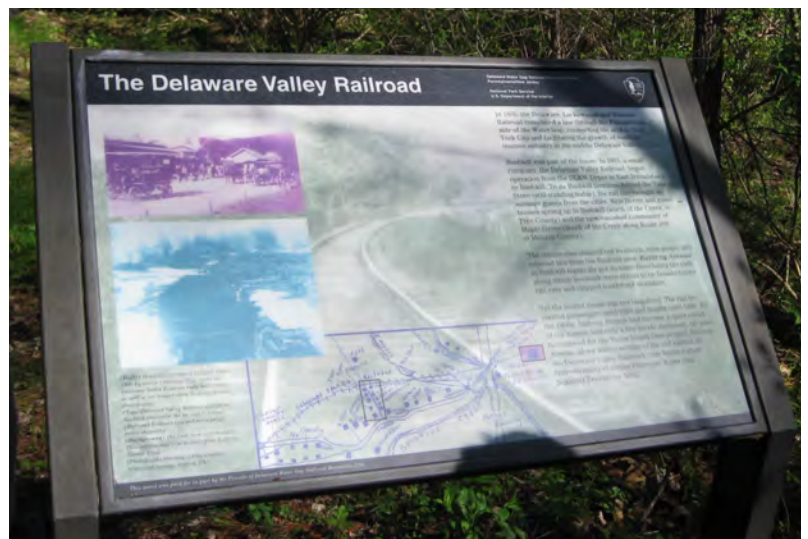
During the **BVCS** process, a water trail signage plan for the Delaware River was completed, sponsored by the Delaware River Greenway Partnership (DRGP) with DCNR and DEWA as study partners. The primary purpose of the DRGP study was to identify river access sites; directional signage on and off-river; and information for river users. The closest existing DEWA river access site to the Village is the Bushkill Access, located approximately 1 mile north of Bushkill center. Information kiosks proposed for every river access location offer a potential to provide river users with information at access areas about Bushkill Village; the park transit shuttle system; and other available resources within DEWA.

## *Municipal Ordinances*

DEWA refers to municipal ordinances, but is not bound by local regulations when planning development actions on federal lands. Including signage. Lehman Township ordinances and certain federal restrictions may apply to signage proposed for the privately-owned Turn Store property within DEWA boundaries.

## *Interpretive System*

The framework for the interpretive system proposed for Bushkill Village will conform to the NPS signage system used nationwide.



**Fig. 2-30** *The NPS Interpretive Signage System* is the standard for DEWA and all US national parks. Several interpretive panels currently exist in Bushkill Village, including this one at Railroad Avenue about the former Delaware Valley Railroad. Additional signage is essential to tell the cultural landscape story of Bushkill.

## 2.2 Economics (Market Study)

### Methodology

Analysis of the existing market conditions and identification of potential opportunities to meet unsatisfied regional market demands was considered essential to inform land use analyses and decisions regarding Bushkill Village conservation alternatives.

Despite that fact that almost every parcel within the study area is owned by the federal government, the market study provides a baseline assessment that can be applied to some rehabilitation and development options that are compatible with the DEWA mission and may serve the direct needs of its clients.

The area market demand findings remain valid whether the gaps in local goods and services are satisfied within DEWA or outside its boundaries.

The following market analysis evaluates the retail, lodging, and cultural / entertainment development potentials for Bushkill Village as part of the **BVCS**.

The market study area centers around the intersection of Bushkill Falls Road and US Route 209 in Lehman Township, Pike County in Bushkill Village.

Bushkill Village lies in the rapidly growing portion of southeastern Pike County, where it borders Monroe County.

Municipality	1990	2000	1990-2000 Change	% Change
Delaware	3,527	6,319	2,792	79.2%
Lehman	3,055	7,515	4,460	146.0%
Middle Smithfield	6,382	11,495	5,113	80.1%
Smithfield	4,692	5,672	980	20.9%
Total	17,656	31,001	13,345	75.6%

**Fig. 2-31 Total Population 1990-2000** (US Census Bureau)

Municipality	1990	2000	1990-2000 Change	% Change
Delaware	2,995	3,453	458	15.3%
Lehman	3,975	4,655	680	17.1%
Middle Smithfield	4,526	6,021	1,495	33.0%
Smithfield	2,382	3,028	646	27.1%
Total	13,878	17,157	3,279	23.6%

**Fig. 2-32 Housing Units 1990-2000** (US Census Bureau)

Municipality	2000	2009	2000-2009 Change	% Change
Delaware	6,319	8,651	2,332	36.9%
Lehman	7,515	10,594	3,079	41.0%
Middle Smithfield	11,495	15,012	3,517	30.6%
Smithfield	5,672	7,040	1,368	24.1%
Total	31,001	41,297	10,296	33.2%

**Fig. 2-33 Population Estimates 2000-2009** (US Census Bureau)

Municipality	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Delaware	83	79	101	95	146	146	147	89	45	27	958
Lehman	98	87	127	162	207	231	264	149	76	40	1441
Middle Smithfield	119	151	163	237	314	264	270	139	51	44	1752
Smithfield	234	46	69	65	56	55	74	43	13	7	662
Total	534	363	460	559	723	696	755	420	185	118	4,813

**Fig. 2-34 Total Residential Permits 2000-2009** (US Census Bureau)

### ***Bushkill Retail Trade Area***

*Several factors were considered to determine a logical retail trade area, including:*

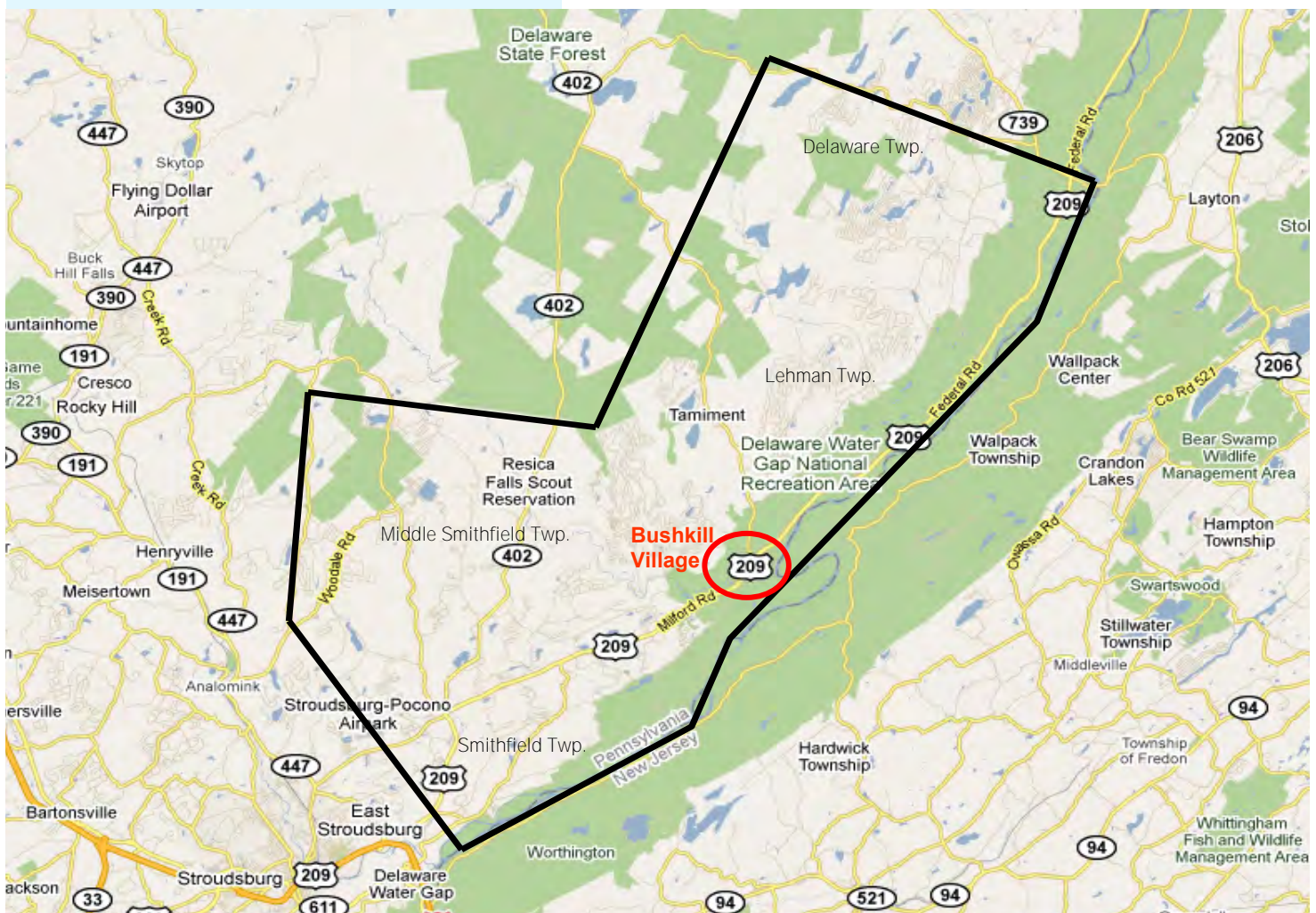
- *The appropriateness of the location for village-scale community-serving retail amenities.*
- *The proximity of Stroudsburg/East Stroudsburg to the south and Milford to the north, which contain their own community-serving retail amenities to supply their respective populations.*
- *Physical factors such as the area's road network and no practical Delaware River crossings to expand the market effectively into New Jersey.*

Municipality	1999	In 2010 \$
Delaware	\$18,661	\$24,420
Lehman	\$19,933	\$26,084
Middle Smithfield	\$20,235	\$26,479
Smithfield	\$23,627	\$30,918

**Fig. 2-35 Per Capita Income** (US Census Bureau)

Specific background demographics were examined for the market study area to establish a sense of the characteristics of the region surrounding Bushkill Village as they may potentially impact the local market.

The local market area includes Lehman Township and the surrounding municipalities of Delaware Township, Pike County, and Smithfield and Middle Smithfield Townships, in Monroe County.



**Fig. 2-36 Bushkill Village Retail Trade Area** (Urban Partners 8/2010)



Municipality	2000 Population	Per Capita Income 1999	2009 Population Estimate	Per Capita Income 2010	2010 Total Income
Delaware (portion)	3,136	\$18,661	4,293	\$24,420	\$104,841,285
Lehman	7,515	\$19,933	10,594	\$26,084	\$276,335,095
Middle Smithfield	11,495	\$20,235	15,012	\$26,479	\$397,507,360
Smithfield (portion)	1,119	\$23,627	1,389	\$30,918	\$42,941,629
<b>Total</b>	<b>23,265</b>		<b>31,288</b>	<b>\$26,260</b>	<b>\$821,625,369</b>

**Fig. 2-37 Population and Income – Bushkill Village Trade Area (US Census Bureau, Urban Partners)**

## Background Demographics

The key demographic factors necessary to conduct the market analysis are population, housing, and income.

### Population

U.S. Census data from 1990 and 2000 indicates that the surrounding market study area's overall population had grown tremendously during the 1990s by almost 76% in **Figure 2-31**. The most growth in the market study area occurred in Lehman Township (the location of Bushkill Village,) which grew by 146%. Delaware and Middle Smithfield Townships each grew by 80%. The least growth in the area occurred in Smithfield Township, at a still-impressive 21%.

### Housing

During the 1990s, the municipalities in the market study area experienced a very different growth pattern in housing units than they did in population (**Figure 2-32**). While the overall population in this area grew by 76% in the 1990s, the number of housing units grew only by about 24%.

A likely explanation for this is that a large portion of the new population purchased homes that already existed as vacation or second homes, but were sold to the buyers as permanent residences. The new units built in the 1990s accommodated the remainder of the growth.

Because the number of housing units in Middle Smithfield grew by twice as much as Lehman from 1990 to 2000, but the population growth was significantly less, it is likely that most of the vacation home conversions in the area took place in Lehman Township.

Resident Purchases	
<b>TOTAL POPULATION</b>	31,288
<b>TOTAL INCOME (\$000)</b>	\$821,625
<b>TOTAL RETAIL PURCHASES (\$000)</b>	\$361,056
<b>COMMUNITY SERVING GOODS &amp; SERVICES</b>	\$167,356
Supermarkets, Grocery Stores	\$47,175
Convenience Stores	\$8,584
Meat Stores	\$584
Fish Stores	\$139
Fruit & Vegetables	\$283
Bakeries	\$119
Candy & Nuts	\$165
Other Speciality Foods	\$164
Liquor & Beer Distributors	\$3,045
Drug Stores/Pharmacies	\$32,341
Cosmetics, Beauty Supplies, & Perfume	\$1,449
Health Food Supplements	\$1,144
Full-Service Restaurants	\$21,084
Limited-Service Restaurants	\$20,210
Bars and Lounges	\$2,305
Dollar Stores & Other General Merchandise Stores	\$5,563
Jewelry Stores	\$6,070
Optical Stores	\$2,109
Newsstands	\$280
Video Stores	\$222
Gift, Novelty, Souvenir Stores	\$4,754
Hardware Stores	\$4,461
Florists	\$2,149
Hair Salons	\$1,619
Laundries; Dry Cleaning	\$1,338
<b>DEPARTMENT STORES</b>	\$59,756
Full-Service Department Stores	\$18,602
Discount Department Stores	\$25,116
Warehouse Clubs	\$16,038

**Fig. 2-38 Estimated Retail Store Demand from Residents**  
Bushkill Village Trade Area, 2010 (Urban Partners 8/20120)

Resident Purchases	
<b>APPAREL</b>	<b>\$38,188</b>
Men's Clothing	\$3,235
Women's Clothing	\$8,938
Children's Clothing	\$1,521
Family Clothing	\$14,689
Clothing Accessories	\$699
Other Clothing	\$2,370
Shoe Stores	\$6,736
<b>HOME FURNISHINGS &amp; IMPROVEMENT</b>	<b>\$47,336</b>
Furniture	\$4,201
Floor Coverings	\$1,689
Window Treatments	\$94
Other Home Furnishings	\$1,367
Household Appliances	\$1,034
Radio/TV/Electronics	\$3,298
Home Centers	\$16,929
Paint & Wallpaper Stores	\$2,605
Retail Lumber Yards	\$13,721
Nursery & Garden Centers	\$1,778
Antique Stores	\$621
<b>OTHER SPECIALTY GOODS</b>	<b>\$29,983</b>
Luggage & Leatherwork	\$467
Computer & Software Stores	\$2,467
Camera, Photo Supply	\$231
General-Line Sporting Goods	\$3,053
Specialty Sporting Goods	\$3,519
Toys & Hobbies	\$4,718
Sewing, Needlework	\$1,044
Music Stores	\$1,246
Book Stores	\$4,058
Record/CD/Tape Stores	\$2,194
Office Supply/Stationers	\$5,599
Art Dealers	\$984
Collectors' Items & Supplies	\$403
<b>OTHER RETAIL STORES</b>	<b>\$18,438</b>
Auto Parts & Accessories Stores	\$10,162
Pet Supply Stores	\$1,801
Tobacco Stores	\$1,006
Other Health & Personal Care	\$1,551
Other Used Merchandise	\$1,360
Other Miscellaneous Retail Stores	\$2,557

**Fig. 2-39 Estimated Retail Store Demand from Residents**  
*Bushkill Village Trade Area, 2010 (Urban Partners 8/20120)*

## Housing in Relation to Population

A more updated estimate of population was examined for the market study area municipalities using forecasts from the US Census. These reflect population growth in the market study area from 2000 to 2009 (estimated) at about 33% - a much lower rate of growth than experienced in the 1990s (**Figure 2-33**).

As of 2009, estimates predicted growth in all municipalities, with Lehman Township continuing to experience the most growth (41%) after its 1990s population explosion. Delaware and Middle Smithfield Townships both were estimated to have increased in population by more than 30%, with Smithfield Township growing by a still significant 24%.

To substantiate the population growth estimates from 2000 to 2009, Census Bureau data was examined regarding the number of authorized residential building permits, which confirms growth in construction activity in the market study area municipalities over the last nine years (**Figure 2-34**).

During this period, total housing construction activity in the market analysis area (including both single- and multi-family units) was highest in 2006 at 755 units, and sharply decreased in activity through 2009.

Middle Smithfield Township experienced the greatest number of residential building permits issued between 2000 and 2009, which constituted 36% of the market study area's total building permit activity. A close second was Lehman Township at 33%.

These figures exhibit a similar trend as housing unit construction in the 1990s, when Middle Smithfield also experienced much greater construction activity but slower population growth.

On the other hand, Delaware Township saw a higher rate of growth in construction than Smithfield Township between 2000 and 2009, the opposite of the prior decade.

Visitor Type	Proportion-- 2003	Visitation-- 2009	Per Visitor Expenditure-- 2003	Per Visitor Expenditure-- 2010	2010 Total Expenditures
Local Day	10%	521,300	\$26.86	\$31.82	\$16,590,303
Non-Local Day	75%	3,909,750	\$13.43	\$15.91	\$62,213,636
Hotel Overnight	10%	521,300	\$64.69	\$76.65	\$39,956,318
Camping Overnight	5%	260,650	\$43.88	\$51.99	\$13,551,424
<b>Total</b>		<b>5,213,000</b>			<b>\$132,311,681</b>

**Fig. 2-40 Total Spending** by DWGNRA Visitors - 2010 (MGM (Michigan State University, Urban Partners))

## Income

Per capita income provides an idea of earnings, which in turn impacts spending habits. While the most recent available per capita income information from the Census is from 1999, it was converted it to 2010 dollars using the Consumer Price Index (**Figure 2-35**). As the table shows, Lehman and Middle Smithfield have almost identical per capita incomes in 2010 of about \$26,000. Both are the fastest growing municipalities in the market study area. Smithfield Township, closest to East Stroudsburg and more employment activities, has the highest 2010 per capita income at almost \$31,000. Delaware Township, on the northern end of the area, has the lowest.

## Retail Market

### Retail Trade Area

A retail market analysis was conducted to describe the current performance of retailers located around the Bushkill Village site, and to suggest targeted potentials for development in proximity. Based on these considerations and using US Census tract boundary delineations, a defined retail trade area was established for the Bushkill study site that incorporates Lehman, Middle Smithfield, and portions of Smithfield and Delaware Townships. (**Figure 2-36**).

The black outline on the map describes the retail trade area that is delineated by Census Tract boundaries along Silver Lake Road in Delaware Township on the north; the Delaware, Lehman, and Middle Smithfield Township boundaries on the west; Census Tract boundaries along Crabs Meadow Road and Gap View Drive on the south and

Category	Proportion	2010 Total	Bushkill Portion (83%)
Hotel Spending	14.32%	\$18,950,700	\$15,729,081
Eating & Drinking	24.56%	\$32,495,670	\$26,971,406
Retail Spending	37.29%	\$49,338,013	\$40,950,551

**Fig. 2-41 Spending by Category** - DWGNRA Bushkill Area Visitors (MGM Michigan State University, Urban Partners)



Visitor Purchases	
<b>TOTAL VISITATION</b>	4,327,000
<b>TOTAL RETAIL PURCHASES (\$000)</b>	\$67,922
<b>COMMUNITY SERVING GOODS &amp; SERVICES</b>	\$47,007
Supermarkets, Grocery Stores	\$7,700
Convenience Stores	\$1,401
Bakeries	\$20
Candy & Nuts	\$27
Other Speciality Foods	\$27
Liquor & Beer Distributors	\$497
Drug Stores/Pharmacies	\$5,279
Cosmetics, Beauty Supplies, & Perfume	\$237
Health Food Supplements	\$187
Full-Service Restaurants	\$13,042
Limited-Service Restaurants	\$12,502
Bars and Lounges	\$1,426
Dollar Stores & Other General Merchandise Stores	\$908
Jewelry Stores	\$991
Optical Stores	\$344
Newsstands	\$46
Video Stores	\$36
Gift, Novelty, Souvenir Stores	\$776
Hardware Stores	\$728
Florists	\$351
Hair Salons	\$264
Laundries; Dry Cleaning	\$218
<b>DEPARTMENT STORES</b>	\$9,754
Full-Service Department Stores	\$3,036
Discount Department Stores	\$4,100
Warehouse Clubs	\$2,618
<b>APPAREL</b>	\$6,233
Men's Clothing	\$528
Women's Clothing	\$1,459
Children's Clothing	\$248
Family Clothing	\$2,398
Clothing Accesories	\$114
Other Clothing	\$387
Shoe Stores	\$1,100
<b>HOME FURNISHINGS &amp; IMPROVEMENT</b>	\$640
Radio/TV/Electronics	\$538
Antique Stores	\$101
<b>OTHER SPECIALTY GOODS</b>	\$2,170
Camera, Photo Supply	\$38
General-Line Sporting Goods	\$498
Specialty Sporting Goods	\$574
Sewing, Needlework	\$170
Book Stores	\$662
Art Dealers	\$161
Collectors' Items & Supplies	\$66
<b>OTHER RETAIL STORES</b>	\$2,117
Auto Parts & Accessories Stores	\$1,659
Pet Supply Stores	\$294
Tobacco Stores	\$164

**Fig. 2-42 Estimated Retail Store Demand from Visitors –**  
DEWA Bushkill Area, 2010 (Urban Partners 8/2010)

west; and the Delaware River on the south and east. The trade area encompasses all of Lehman and Middle Smithfield Townships, portions of Census Tract 9507 in Delaware Township, and portions of Census Tract 3005 in Smithfield Township. Bushkill Village is indicated by the red oval in the center of the trade area.

### *Trade Area Retail Supply*

An inventory was completed for all retail business establishments located within this identified retail trade area. The results of this inventory, are described by retail type, location and size of the business.

This analysis focuses primarily on retail stores engaged in selling merchandise for personal and/or household consumption and on establishments that render services incidental to the sale of these goods. Selected service establishments are also included, especially those businesses primarily providing personal services to individuals and households, such as hair and nail salons and laundry and dry cleaning establishments.

All retail establishments in the area were classified by type of business according to the principal lines of merchandise sold, the usual trade designation, estimated square footage, and level of sales. All establishments are classified according to the numeric system established for both government and industry practice (NAICS.) Banks and other financial establishments are excluded from this assessment since banking activities (deposits, loans, etc.) cannot be added to sales volume data for other types of retail establishments.

The term "retail store sales" in this analysis includes sales by establishments that are normally found in pedestrian-oriented retail shopping areas. This definition excludes the sales of automobile dealerships and repair facilities, service stations, fuel oil dealers, and non-store retailing. Unlike many secondary data sources, such as the Bureau of the Census, however, this definition does include the sales of service establishments such as barber shops, hair and nail salons and dry cleaners.

The **Figure 2-38** describes the current range of stores available within the Bushkill Village retail trade area and estimates the current performance of these stores. As of August 2010, the trade area included 122 operating retail businesses, occupying just over 470,000 square feet of store space. Bushkill Village-area retailers are predominantly independent entrepreneurs, with few national chain retailers in the trade area.

As the table indicates, the vast majority of these establishments (82%) are community-serving stores that meet the everyday needs of nearby residents – which is typical for the relatively rural nature of the Bushkill Village trade area. Most are restaurants. Specifically, this store mix includes:

- 2 small supermarkets
- 14 convenience stores
- 3 drug stores
- 18 full-service restaurants
- 30 limited-service restaurants
- 7 gift/novelty/souvenir stores
- 2 hardware stores
- 11 hair/nail salons
- 4 dry cleaners or Laundromats

Retailing is concentrated primarily along Route 209 in Middle Smithfield and Smithfield Townships near Marshalls Creek, in both in village areas as well as on the outskirts. One convenience store in Lehman Township is within the Bushkill Village Trade Area.

### *Trade Area Retail Demand*

**Figure 2-39** summarize demographic/economic information for the defined Bushkill Village Trade Area. As mentioned in the definition of the Trade Area, these demographic figures include all of Lehman and Middle Smithfield Townships, and a portion of Delaware and Smithfield Townships using Census Tracts and Block Groups.

As the table shows, 2000 population data from the US Census for the defined Bushkill Village Trade Area is compared to 2009 population using Census population estimates (and verified using building

Total Purchases	
<b>TOTAL RETAIL PURCHASES (\$000)</b>	<b>\$428,978</b>
<b>COMMUNITY SERVING GOODS &amp; SERVICES</b>	<b>\$214,363</b>
Supermarkets, Grocery Stores	\$54,875
Convenience Stores	\$9,985
Meat Stores	\$584
Fish Stores	\$139
Fruit & Vegetables	\$283
Bakeries	\$139
Candy & Nuts	\$192
Other Speciality Foods	\$191
Liquor & Beer Distributors	\$3,542
Drug Stores/Pharmacies	\$37,620
Cosmetics, Beauty Supplies, & Perfume	\$1,686
Health Food Supplements	\$1,331
Full-Service Restaurants	\$34,126
Limited-Service Restaurants	\$32,712
Bars and Lounges	\$3,732
Dollar Stores & Other General Merchandise Stores	\$6,472
Jewelry Stores	\$7,061
Optical Stores	\$2,453
Newsstands	\$326
Video Stores	\$258
Gift, Novelty, Souvenir Stores	\$5,530
Hardware Stores	\$5,189
Florists	\$2,500
Hair Salons	\$1,883
Laundries; Dry Cleaning	\$1,556
<b>DEPARTMENT STORES</b>	<b>\$69,510</b>
Full-Service Department Stores	\$21,638
Discount Department Stores	\$29,216
Warehouse Clubs	\$18,655
<b>APPAREL</b>	<b>\$44,421</b>
Men's Clothing	\$3,763
Women's Clothing	\$10,397
Children's Clothing	\$1,769
Family Clothing	\$17,086
Clothing Accesories	\$813
Other Clothing	\$2,757
Shoe Stores	\$7,836
<b>HOME FURNISHINGS &amp; IMPROVEMENT</b>	<b>\$47,976</b>
Furniture	\$4,201
Floor Coverings	\$1,689
Window Treatments	\$94
Other Home Furnishings	\$1,367
Household Appliances	\$1,034
Radio/TV/Electronics	\$3,837
Home Centers	\$16,929
Paint & Wallpaper Stores	\$2,605
Retail Lumber Yards	\$13,721
Nursery & Garden Centers	\$1,778
Antique Stores	\$722
<b>OTHER SPECIALTY GOODS</b>	<b>\$32,153</b>
Luggage & Leatherwork	\$467
Computer & Software Stores	\$2,467
Camera, Photo Supply	\$269
General-Line Sporting Goods	\$3,552
Specialty Sporting Goods	\$4,093
Toys & Hobbies	\$4,718
Sewing, Needlework	\$1,214
Music Stores	\$1,246
Book Stores	\$4,720
Record/CD/Tape Stores	\$2,194
Office Supply/Stationers	\$5,599
Art Dealers	\$1,145
Collectors' Items & Supplies	\$469
<b>OTHER RETAIL STORES</b>	<b>\$20,555</b>
Auto Parts & Accessories Stores	\$11,820
Pet Supply Stores	\$2,095
Tobacco Stores	\$1,170
Other Health & Personal Care	\$1,551
Other Used Merchandise	\$1,360
Other Miscellaneous Retail Stores	\$2,557

**Fig. 2-43 Estimated Total Retail Store Demand – Bushkill Village Trade Area, 2010 (Urban Partners 8/2010)**



**Fig. 2-44 Concept for rehabilitation of the Turn Store**—the only privately-owned commercial property in Bushkill Village will again provide goods and services, and help meet mission critical visitor service goals of the DEWA GMP.

permit information.) Per capita (1999) income figures are converted to 2010 income figures using the Consumer Price Index. As a result, the total 2009 population for the Trade Area is estimated to be 31,228; the 2010 per capita income to be \$26,260; and the total income of the trade area in 2010 to be approximately \$822M.

Consumer shopping patterns vary depending on the types of goods being purchased. For convenience goods purchased frequently (such as groceries, drugs, and prepared foods) shoppers typically make purchases at stores close to their home or place of work. For larger-ticket, less frequently purchased items (such as automobiles, electronics and large appliances) shoppers may travel anywhere within the metropolitan area or beyond to obtain the right item at the right price. For apparel, household furnishings, and other shopping goods, consumers generally establish shopping patterns between these two extremes, trading at a number of shopping areas within a 30 minute commute of their homes.

In analyzing the retail market demand within a portion of a larger metropolitan area, these behavioral observations translate into a series of analytical rules-of-thumb:

- Shopping for community-serving goods and services is generally confined to the primary trade area.
- Expenditures made at full-service restaurants will occur chiefly within the primary trade area, but some restaurant expenditures made by the primary trade area population will be lost to established restaurants located outside the primary trade area. Similarly, some restaurant sales in the primary trade area will be attracted from residents who live elsewhere in the region.
- Expenditures made by primary trade area residents for shopping good items (such as apparel and most specialty goods) will more likely occur within the area, but a substantial proportion of these sales will occur outside the area. Similarly, significant sales will be generated by residents outside the primary trade area to any large, well-known stores located within the trade area.



RETAIL CATEGORY	Bushkill Village Area Retail Sales As Percent of Bushkill Village Area Retail Purchases	Sufficient Retail Potential To Support Store?	Retail Potential Appropriate for Bushkill Village
<b>TOTAL</b>	30%		
<b>COMMUNITY-SERVING GOODS &amp; SERVICES</b>	53%		
Supermarkets, Grocery Stores	Between 25% & 50%	Yes	No
Convenience Stores	114%		
Meat & Fish Stores	0%		
Fruit & Vegetables	0%	Yes	Limited/Seasonal
Bakeries	0%		Limited/Seasonal
Candy & Nuts	0%	Yes	Limited/Seasonal
Other Speciality Foods	More Than 500%		
Liquor & Beer Distributors	More Than 100%		
Drug Stores/Pharmacies	50%	Yes	No
Cosmetics, Beauty Supplies, & Perfume	Between 10% & 25%	Yes	Yes
Health Food Supplements	0%	Yes	Limited/Seasonal
Full-Service Restaurants	55%	Yes	Yes
Limited-Service Restaurants	43%	Yes	Yes
Bars and Lounges	51%	Yes	Yes
Dollar Stores & Other General Merchandise Stores	0%	Yes	No
Jewelry Stores	0%	Yes	Yes
Optical Stores	0%	Yes	No
Newsstands	0%		
Video Stores	0%		
Gift, Novelty, Souvenir Stores	163%		
Hardware Stores	Between 50% & 75%	Yes	No
Florists	Between 25% & 50%	Yes	No
Hair Salons	80%	Yes	No
Laundries; Dry Cleaning	48%	Yes	No
<b>DEPARTMENT STORES</b>	0%		
Full-Service Department Stores	0%		
Discount Department Stores	0%		
Warehouse Clubs	0%		
<b>APPAREL</b>	Less Than 5%		
Men's Clothing	0%	Yes	No
Women's Clothing	Less Than 5%	Yes	No
Children's Clothing	0%	Yes	No
Family Clothing	0%	Yes	No
Clothing Accesories	0%	Yes	Yes
Other Clothing	Between 25% & 50%	Yes	No
Shoe Stores	0%	Yes	No

**Fig. 2-45a Bushkill Village Trade Area Retail Sales vs. Resident/ Visitor Demand, 2010 (Urban Partners 8/2010) (continued on next page)**

- Specific high-quality stores within the primary trade may attract significant clientele from well beyond the primary trade area for highly-targeted, single destination trips for specialized purchases.

### *Resident Demand*

Using information about the retail spending behavior of Stroudsburg/East Stroudsburg-area residents as compiled by the publication *Sales and Marketing Management*, it is estimated that in

RETAIL CATEGORY	Bushkill Village Area Retail Sales As Percent of Bushkill Village Area Retail Purchases	Sufficient Retail Potential To Support Store?	Retail Potential Appropriate for Bushkill Village
<b>HOME FURNISHINGS &amp; IMPROVEMENT</b>	9%		
Furniture	Between 50% & 75%	Yes	No
Floor Coverings	Between 10% & 25%	Yes	No
Window Treatments	0%	Yes	No
Other Home Furnishings	0%	Yes	Yes
Household Appliances	0%	Yes	No
Radio/TV/Electronics	0%	Yes	No
Home Centers	0%		
Paint & Wallpaper Stores	0%	Yes	No
Retail Lumber Yards	0%	Yes	No
Nursery & Garden Centers	Between 75% & 100%		
Antique Stores	Between 25% & 50%	Yes	No
<b>OTHER SPECIALTY GOODS</b>	4%		
Luggage & Leatherwork	0%		
Computer & Software Stores	0%	Yes	No
Camera, Photo Supply	0%		
General-Line Sporting Goods	0%		
Specialty Sporting Goods	Between 10% & 25%	Yes	Yes
Toys & Hobbies	0%	Yes	No
Sewing, Needlework	0%	Yes	Yes
Music Stores	Between 25% & 50%	Yes	No
Book Stores	0%		
Record/CD/Tape Stores	0%		
Office Supply/Stationers	0%	Yes	No
Art Dealers	Between 25% & 50%	Yes	Yes
Collectors' Items & Supplies	0%	Yes	Limited/Seasonal
<b>OTHER RETAIL STORES</b>	47%		
Auto Parts & Accessories Stores	0%	Yes	No
Pet Supply Stores	Between 10% & 25%	Yes	No
Tobacco Stores	114%		
Other Health & Personal Care	Between 25% & 50%	Yes	No
Other Used Merchandise	537%		
Other Miscellaneous Retail Stores	0%	Yes	No

**Fig. 2-45b continued** (from previous page ) **Bushkill Village Trade Area Retail Sales vs. Resident/ Visitor Demand, 2010** (Urban Partners 8/2010)

2010, the Bushkill Village Trade Area population will spend approximately \$361M on retail goods and services of which:

- \$167M (47%) is spent on community-serving goods and services,
- \$58M (16%) in department stores and warehouse clubs,
- \$38M (11%) on apparel,
- \$47M (13%) on home furnishings and improvement,
- \$30M (8%) on other specialty goods, and
- \$18M (5%) at "other retail stores" such as auto parts and pet supplies businesses.

## *Visitor Demand*

A key consideration regarding retail spending patterns in the Bushkill Village Trade Area is the area's high number of visitors – especially visitors to DEWA, in addition to local residents. These visitors also patronize local retail businesses and must be accounted for in the trade area retail demand.

To account for these visitors' potential for making retail purchases within the Bushkill Village Retail Trade Area, visitation data and spending patterns for DEWA were examined (from data provided by NPS.) Michigan State University developed a survey and tool called the Money Generating Model (MGM) that evaluates spending patterns and calculates the economic impacts of national parks and recreational areas across the country. The MGM survey was last conducted for DEWA in 2003. According to that study, 10% of visitors are day visitors from the local area; 75% are day visitors from outside the local area; 10% stay overnight in hotels; and 5% camp overnight. The latest annual visitation data from the National Park Service reports 5,213,000 visitors to DEWA in 2009 (**Figure 2-40**).

The 2009 visitation data was applied to the 2003 proportions of spending types identified in the 2003 MGM study. Per-visitor expenditures identified in the 2003 study were adjusted for inflation to 2010 dollars using the Consumer Price Index. The result is a total 2010 spending figure by DEWA visitors estimated to be over \$132 million.

The MGM study also identified a percentage allocated to various items typically purchased by visitors to DEWA. This included 14.32% allocated to hotel spending; 24.56% allocated to eating and drinking spending; and 37.29% to retail spending (**Figure 2-41**). The remaining 24% goes to admission fees and other miscellaneous expenses.

The table shows the distribution of the \$132M (million) by the general spending category described above. The 2010 total, however, is for the entire DEWA, including the New Jersey portion.



RETAIL CATEGORY	Store Space SF	Total SF
<b>TOTAL</b>		<b>23,700</b>
<b>FREESTANDING STORES</b>		<b>14,500</b>
Restaurants & Taverns	11,500	
Specialty Sporting Goods	3,000	
<b>SEASONAL SPECIALTY FOODS &amp; CRAFTS</b>		<b>2,000</b>
Fruit & Vegetables		
Bakery Goods		
Candy & Nuts		
Health Food Supplements		
Collectors' Items & Supplies		
<b>GIFTS/COLLECTIBLES CLUSTER</b>		<b>7,200</b>
Cosmetics, Beauty Supplies, & Perfume	1,000	
Jewelry & Clothing Accessories	2,000	
Other Home Furnishings	1,700	
Sewing, Needlework	1,500	
Art Dealers/Framing	1,000	

**Fig. 2-46 Bushkill Village Compatible Retail Opportunities** (Urban Partners 8/2010)

Since the Bushkill Village Trade Area only covers a portion of the Pennsylvania side of DEWA, adjustments were made to the model expenditures to reflect this. NPS identifies the locations of their visitor "counters" as part of its visitation count summary.

Of the total counters within DEWA in 2009, 83% were on the Pennsylvania side, and 17% on the New Jersey side. Therefore, 83% of the 2010 total spending was used to calculate the Bushkill portion of visitor spending in DEWA - resulting in approximately \$16M spent on hotels, \$27M spent on eating and drinking, and \$41M spent on retail goods as part of their visit.

Using this data as direct inputs (excluding hotel spending) it is estimated that in 2010, the DEWA visitors to the Bushkill area will spend a total of approximately \$68M on retail goods and services (Figure 2-42), of which:

- \$47M (69%) is spent on community-serving goods and services,
- \$10M(15%) in department stores and warehouse clubs,
- \$6M (9%) on apparel,
- \$0.640M (1%) on home furnishings and improvement,
- \$2M (3%) on other specialty goods, and \$2M (3%) at "other retail stores" such as auto parts, pet supplies businesses.

The \$27M spent on eating and drinking by DEWA visitors is included as part of the \$47M spent on community-serving goods and services. The remaining \$41M is distributed throughout all of the retail categories likely to represent purchases by visitors to the DEWA.

### *Total Demand*

The **Figure 2-43** combines resident and visitor purchases, resulting in the total demand of almost \$429M for the Bushkill Village Trade Area in 2010. This total spent on retail goods and services is subdivided by categories:

- \$214 million (50%) is spent on community-serving goods and services,
- \$70 million (16%) in department stores and warehouse clubs,
- \$44 million (10%) on apparel,

- \$48 million (11%) on home furnishings and improvement,
- \$32 million (7%) on other specialty goods, and
- \$21 million (5%) at “other retail stores” such as auto parts and pet supplies businesses.

Of the total purchases made by Bushkill Village Trade Area residents and visitors, approximately half (\$214M) were on community-serving goods and services. Visitors typically spend a much higher portion of their total purchases on these types of goods, in this case 69%, because they are the most commonly used goods during a visit to a park or recreation area.

On the other hand, home furnishings and improvement goods are purchased by only 1% of the visitors, since those items have little to do with a recreation trip. When these two types of customers – residents and visitors – are compared, it is evident how the purchasing habits of each impact the total demand in the Bushkill Village Trade Area.

### *Sales vs. Purchases*

Based on the Bushkill Village Trade Area’s retail supply and the demand from both residents and visitors, the sales of Bushkill Village Trade Area retailers can be compared to the purchases (**Figure 2-45a and 2-45b**).

These comparisons show that all Trade Area retailers combined are only capturing sales equivalent to 30% of the retail purchases made by Trade Area residents and visitors.

The “capture rate” varies considerably from retail category to retail category. For example, in the Community-Serving Goods and Services category (the largest in terms of ratio of Trade Area sales to purchases).

Trade Area stores capture 53% of purchases by residents and visitors. Numbers less than 100% mean that some potential customers are leaving the Trade Area to make purchases in these categories.

For individual retail categories within Community-Serving Goods and



**Fig. 2-47** *The Cliff Park Inn in Milford, PA is located within DEWA boundaries and has operated historically as a commercial ease with NPS. This general model for partnership between DEWA and a concessionaire can be considered for the Peters House in Bushkill.*

### ***Bushkill Village Area—Retail Phasing Options (Suggested)***

- 1. Restaurants** - *A restaurant(s) is the largest potential demand for retail space by residents and visitors in Bushkill Village (about 12,000sf) and should be pursued as a first phase of development. A food-serving tavern could also be considered as an alternative, provided DEWA, state, and municipal approvals were possible. This service would be a good start for the village area, and in many ways an "anchor" operation.*
- 2. Seasonal Specialty Foods and Crafts** *Food venues always attract other businesses, and second phase could be a seasonal specialty foods and crafts venue.*
- 3. Specialty Sporting Goods Store** – *The adjacent recreational amenities, make a specialty sporting goods store a strong recommendation for a subsequent phase, following the establishment of food-serving businesses. Depending upon the type of restaurant developed, the Turn Store might be capable of serving both functions.*
- 4. Gifts and Collectibles Cluster** *The last phase of retail development may be a gifts and collectibles cluster, depending upon whether such a complex could prosper with only rehabilitated existing buildings within Bushkill Village. The Peters Valley Craft Store has operated for decades within DEWA on the New Jersey side, and is a non-profit example of this type of market outlet.*

Services, capture varies considerably as well. Drug stores, for instance, capture 50% of Trade Area purchases in that category, so half the residents and visitors are leaving the Trade Area to make drug store purchases. Similarly, full-service restaurants capture 55%, limited-service restaurants capture 43%, and bars and lounges capture 51% respectively. A portion of Trade Area residents and visitors are leaving to purchase those goods.

Numbers over 100%, on the other hand, indicate that customers are attracted to these stores from beyond the Trade Area, and they are coming to the Bushkill area to make their purchases. They can also indicate that the market is saturated for that respective category. Community-Serving Goods and Services categories in this situation include convenience stores, liquor and beer distributors, and gift/novelty stores.

The other main retail category capturing significant amounts of customers (47%) from the Trade Area is "Other Retail Stores." Within this category, tobacco stores and other used merchandise stores are drawing customers from beyond the Trade Area. The unusually high percentage for "other used merchandise" is caused by the presence of the Pocono Bazaar Flea Market and, which draws customers from a three-state region and beyond. This occurrence, however, is extremely rare in the Bushkill Village Trade Area.

## **Retail Opportunities**

### ***General***

In many retail categories, stores are capturing only a small fraction of current purchases. This is the case in most categories under Community-Serving Goods and Services, Apparel, Home Furnishings, and Other Specialty Goods, except for a few exceptions.

In 38 out of the 65 retail categories, no stores exist in the Bushkill Trade area, such as Department Stores, (indicated by the 0%.)

These retail categories are capturing *none* of the residents' and



visitors' purchases, meaning that residents and visitors of the Trade Area are leaving to obtain products for all of these retail needs because they are not available anywhere in the Trade Area.

These categories present the greatest potential for growth in the Bushkill Village Trade Area. There are 44 such retail categories in the Bushkill Village Trade Area with significant retail potential to support a store. The second column of **Figure 2-45a and 2-45b** identifies this potential for service with a "yes."

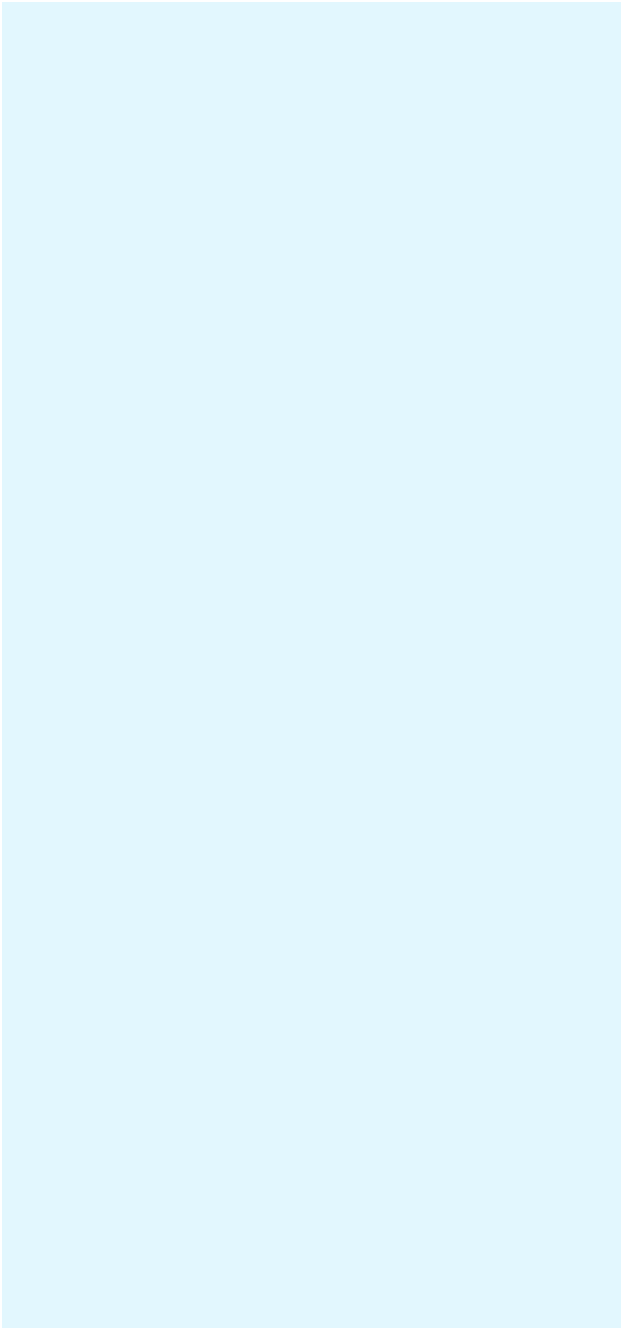
These indicate that there is retail sales potential in most categories in which trade area sales as a percentage of purchases do not exceed 100%. However, not all retail categories are appropriate for a small village setting such as Bushkill Village, especially within a National Park context.

The third column of **Figure 2-45a and 2-45b** identifies the appropriateness of each of the 44 retail categories with potential for Bushkill Village. In several categories, the retail sales potential is too small to support a store, such as a newsstand or window treatment store, or the sales potential is too high for a store to be appropriate for Bushkill Village, such as a discount department store or warehouse store.

In these cases, it must be assessed whether an appropriate retailer would fit the village scale, available space and DEWA mission in terms of store size as well as goods offered to meet the demands of residents and visitors in the Bushkill Village Trade Area.

Facility	Address	Street	City	# of Rooms	Average Nightly Rate
Black Walnut Inn and Stables	179	Fire Tower Rd.	Milford	14	\$150
Harrington House	208	W. Harford St.	Milford	4	\$160
Nest	1394	Route 739	Dingmans Ferry	6	\$165
Santosha on the Ridge		Mosiers Knob Rd.	Shawnee on Delaware	4	\$175
Gatehouse Country Inn		River Rd.	Shawnee on Delaware	5	\$190
Buttermilk Falls B&B	5231	Buttermilk Falls Rd.	Shawnee on Delaware	4	\$130
Stony Brook Inn		River Rd.	Shawnee on Delaware	4	\$130
Cherry Valley Manor B&B		Davis Court Rd.	Delaware Water Gap	3	\$190
Shepard House B&B	108	Shepard Ave.	Delaware Water Gap	4	\$130

*Fig. 2-48 Bed and Breakfasts in the Bushkill Village Vicinity (Source: 800Poconos.com, Individual Websites)*



**Fig. 2-49** The former Post Office building in Bushkill Village is scheduled to be demolished, without an extraordinary intervention.

Of the potential business categories, ten (10) categories of retailers are identified for which there exists demand, retail potential, and the retailer might be appropriate for Bushkill Village. These retail categories are also identified with a “yes” and include: full-service restaurants, limited-service restaurants, bars and lounges, jewelry stores, clothing accessories, cosmetics and beauty items, home furnishings, specialty sporting goods, sewing and needlework, and art dealers. All of these types of businesses could conceivably locate in a rural village-like setting such as Bushkill.

Five (5) retail types were identified as appropriate for a limited and/or seasonal presence in Bushkill Village, to specifically fit the projected market. These include: fruits and vegetables, baked goods, candy and nuts, health foods, and collectors’ items. The analyses indicate some demand for these retailers, but in limited amounts.

Based on the above analysis of the Trade Area demand and retail potential, specific retail opportunities would be appropriate for Bushkill Village, and are recommended in terms of supportable store type and space (**Figure 2-46**). An appropriate mix of retailing would fall into the categories of freestanding stores, seasonal specialty foods and crafts, and gifts/collectibles “cluster,” to provide a well-rounded combination of both everyday and unique items to both a local and visitor customer base.

### *Restaurants*

While the trade area currently has several take-out, sit-down, and fine dining restaurants, the retail market analysis indicates demand for an additional 11,500 SF of restaurant space. Depending on the size, this could create approximately five or six new restaurants, including a coffee shop and/or deli type of limited-service restaurant. Restaurants would serve the local residents while attracting customers visiting DEWA.

Several buildings in Bushkill Village could be considered to physically hold potential to be adapted for use as restaurants, including the ground floor of the Turn Store, the church, the Post Office, and

perhaps the Peter's House or garage.

### *Specialty Sporting Goods Store*

Another recommended freestanding type of retail provider is a specialty sporting goods store that can deliver recreation-support products and services such as a bike rental shop and/or eco-sports outfitter to supply fishing gear, kayak rentals, etc. The analysis suggests up a market demand of up to 3,000sf of this type of retail space. Specialty sporting goods would cater to both the local recreational resident, as well as visitors in need of recreational supplies as part of their trip. Possible locations for these businesses could include the gas station, the Peter's House garage, the post office, or an operation within the Turn Store.

### *Seasonal Specialty Foods and Crafts*

Seasonal specialty foods and crafts is a suggested combination of several retail categories that individually have limited demand, but together could occupy approximately 2,000sf of space on a seasonal basis. These recommended types of retail offerings include: fruits and vegetables, bakery items, candy and nuts, health food supplements, and collectors' items and supplies. These items could be sold collectively in an open-air market type of environment or in a seasonal or temporary enclosed space.

Likely seasons for operation would be summer, fall, and holidays. As with the other suggested retail offerings for Bushkill Village, such items would appeal to both local residents and visitors. The gas station and surrounding property could be a potential location for this type of seasonal market. Another location is the southwest corner of Bushkill Falls Road and US Route 209, where "markets" have been sponsored by the local community in partnership with DEWA.

### *Gifts/ Collectable Cluster*

A gifts/collectibles cluster of complementary retailers totaling up to 7,200sf is marketable at Bushkill Village. A cluster arrangement, where the stores could be located next to, or across from, each other



**Fig. 2-50** *The Bushkill Village "green" – is an open area surrounding the former train station platform. Its prominent location at the corner of Bushkill Falls Road and US Route 209, and its previous life as the community commercial center have made this place a favorite venue for the annual Bushkill Outreach flea market. Other similar community-oriented activities have been identified as potential adaptive reuses of this area—including a farmers market / bus stop pavilion, where the former shops once stood on "Main Street."*



is suggested to bolster sales among each of the businesses as an alternative to the stores located individually or scattered throughout the Village. Individual retailers suggested for such a cluster concept include: 1,000sf of cosmetics/perfume; 2,000sf of jewelry and clothing accessories, 1,700sf of other home furnishings, 1,500sf of sewing/needlework supplies, and 1,000sf of space for an art dealer/framer.

Like the other potential retailers for Bushkill Village, stores of this type can serve the local residents of the Trade Area, but can also draw a customer base from further away, and cater to tourists due to their more specialized nature.

The Peters House and/or Turn Store could potentially house some of this retail cluster, however new infill development would need to be considered to provide the balance of the projected 7,200sf retail space, a strategy that does not meet the DEWA mission.

## Lodging Market

### General

The Pocono Mountains region is known for its visitor lodging, and the Bushkill Village study area is surrounded by a variety of lodging accommodations that range from full-service resorts to hotels to campgrounds.

Pocono accommodations serve tourists of all types, however visitors to DEWA are a specific market niche that regularly fills rooms and campsites in the area. According to the Money Generating Model (MGM) and survey created by Michigan State University, 10% of park visitors in 2003 stayed overnight in hotels, motels, or bed &

breakfasts, spending an average of \$259 per day per party.

This visitation created an average of \$15.5M in direct sales in area hotels, motels, and bed and breakfasts in the Bushkill Area of the DEWA.

Similarly, 5% of park visitors stayed overnight in campgrounds, spending an average of \$132 per

Year	Supply (Room Nights)	Demand (Room Nights)	% Occupancy	Average Room Rate
2004	1,046,090	543,978	52.0%	\$147.18
2005	985,437	525,512	53.3%	\$130.03
2006	901,351	477,866	53.0%	\$118.73
2007	911,770	504,973	55.4%	\$122.87
2008	911,099	480,412	52.7%	\$118.99
2009	907,755	409,085	45.1%	\$121.27
2010 YTD	527,244	246,651	46.8%	\$121.61

**Fig. 2-51 Bushkill Village Hotel Market, 2004—2009** (Smith Travel Research)

party per day. This created an average of \$2.4M in direct sales at area campgrounds in the Bushkill area of DEWA.

### *Hotels/ Resorts/ Inn*

Larger Pocono resorts are generally located to the west in the more central part of the Mountains, however the Bushkill Village area is home to several, including the Fernwood Resort, Shawnee Inn Resort, and the Pocmont Resort.

Many of these resorts are larger than a typical hotel, provide on-site dining, entertainment, and recreational opportunities, with some located in more remote settings. The hotels in the vicinity, especially the "chains," tend to locate at or near interstate highway interchanges. As a result, most of the area hotels are in and around Stroudsburg and East Stroudsburg near Interstate 80 to the south, and Matamoras near I-84 to the north.

The hotel market analysis for this study focuses on the Route 209 corridor and the Trade Area established for the retail market analysis. Generally, people are willing to travel farther for lodging than daily retail needs, so a hotel capture area was established approximately 20 miles from Bushkill Village. Both Milford and Stroudsburg contain a variety of lodging options within this distance from Bushkill Village, and were included in the hotel market analysis.

The analysis reveals a total of 41 resorts, hotels, and motels serving this market, seven of which are closed. Three of the 41 are located in Bushkill – the Fernwood Resort, Pocmont Resort, and Unity House (closed.) Nine are located in East Stroudsburg, six in Stroudsburg, four in Milford, three in Delaware Water Gap, and three in Marshalls Creek.

The remaining are scattered about the Pocono area and in near-by New Jersey. In general, Pocono hotels are rather old vintage, with only three built since 2000 and two of those are located in Newton, NJ. The other, a Staybridge Suites, is currently under construction in East Stroudsburg. While a Hampton Inn on the PA side was built in late 1999, 8% of the area hotels were constructed in the 1980s, 18%

Facility	Address	Street	City
Grey Towers Nat. Hist. Landmark	151	Grey Towers Dr.	Milford
Pike County Courthouse	506	Broad St.	Milford
Pike Co. Hist. Soc./Columns Museum	608	Broad St.	Milford
Upper Mill		Water & Mill St.	Milford
The Artisan Exchange	507	Broad St.	Milford
Callahan House	101	Route 209	South Milford
John Turn Farm		River Rd.	Bushkill
Pocono Indian Museum		Route 209	Bushkill
Antoine Dutot Museum & Gallery		Main St.	Delaware Water Gap

*Fig. 2-52 Museums and Galleries in the Bushkill Village Vicinity (Source: 800Poconos.com, Individual Websites)*

in the 1970s, 15% in the 1960s, 8% in the 1950s, 13% in the 1940s, and 10% in the 1930s or earlier.

Hotel supply diminished by 13%, from one million room nights to 908,000 room nights between 2004 and 2009 (**Figure 2-51**). This is reflected in the numerous hotel and resort closings in the area. Supply increased slightly in 2006 to almost 912,000 room nights with the introduction of the two new hotels in New Jersey, but then decreased again in 2009, most likely due to another closure. Hotel demand during the same time fluctuated fairly consistently with the supply. Demand within this area declined from almost 544,000 room-nights in 2004 to just over 409,000 room-nights in 2009, for a total reduction of 25% in six years. Demand increased temporarily in 2006, perhaps encouraged by the construction of new product, but then decreased again in 2008 and again in 2009.

Hotel occupancy has been marginal over the past six years. As of 2009, occupancy was at its lowest during the observed period at just 45%. Occupancy fluctuated slightly from 2004 to 2007 when it spiked to 55.4%, likely from the new product coming on-line. It then continued to decrease again through the end of 2009. As of July 2010, occupancy has risen slightly to 46.8%. Similarly, average room rates have declined by 18% since 2004. There was a slight bump in rates in 2007 when the new hotels opened, but like demand and occupancy, average rates declined again through 2009. As of July 2010, average rates have remained around \$121 per night.

Based on the analysis of the hotel market, it appears that hotel potential for Bushkill Village is severely limited. The analysis clearly



indicates a poor and recently declining hotel market in the area. It is possible that the older hotel products available have led to a decrease of interest in booking rooms in the vicinity, or that a poor economy could also be resulting in decreasing hotel demand over the past several years. Whatever the case, it appears that there are no immediate opportunities in the Bushkill Village market for a hotel based on weak demand. Bushkill Village is not considered an appropriate location for a new hotel.

### Bed & Breakfasts

Bed & Breakfasts are a popular lodging destination in the Poconos. B&Bs do not necessarily seek visibility, but tend to be located in more rustic and traditional settings. In the Bushkill Village area, a total of nine facilities totaling 48 rooms were inventoried. Of the nine, two are located in Milford, four are in Shawnee on Delaware, and two are in Delaware Water Gap (**Figure 2-48**). The average nightly rates range from \$130 to \$190.

Unlike a hotel, a B&B, or small inn associated with a new, on-site restaurant could potentially be supported by the market. The Cliff Park Inn, a lease partner with DEWA in Milford is an example of this type of product. Because Bushkill Village offers a potential for growth of certain retail sectors, a B&B might be capable of bucking the trends experienced by area hotels. Similarly, a small inn on the second floor of a building in Bushkill Village, such as the Turn Store, or Post Office could potentially locate with a restaurant on the first floor that would serve the inn’s guests and others. The Turn Store is the only privately-owned commercial property remaining within Bushkill Village. Federal, state and municipal compliance requirements will be significant, but not impossible to establish this type of service operation in Bushkill.

### Campgrounds

Campgrounds are another popular lodging option in the Pocono region, and the Bushkill area has no



**Fig. 2-53** *Cliff Park Inn—offers the potential to serve as a micro hotel or large B&B in cooperation with DEWA.*

Facility	Address	Street	City
River Beach Campsites	378	Route 209	Milford
Ken's Woods		Bushkill Falls Rd.	Bushkill
Dingman's Campground		Route 209	Dingmans Ferry
Delaware Water Gap KOA	233	Hollow Rd.	Marshalls Creek
Fox Wood Campground		Mt. Nebo Rd.	Marshalls Creek
Mountain Vista Campground	50	Taylor Dr.	Marshalls Creek
Otter Lake Campground	4895	Marshalls Creek Rd.	East Stroudsburg

Source: 800Poconos.com

**Fig. 2-54** *Campgrounds in the Bushkill Village Vicinity*  
(Source: 800Poconos.com, Individual Websites)



**Fig. 2-55 The farmed field in Bushkill Village** (between US Route 209 and the Delaware River) may be considered in a future DEWA GMP update as a potential location to develop an additional riverfront campground facility (a concept, not in the current GMP). The McDade Trail runs through the west side of the field on the north side of the Bushkill Creek.

shortage of places to camp (see **Figure 2-54**). Like B&Bs, campgrounds do not necessarily seek visible locations, but tend to be located in more natural settings off the “beaten path.” In the Route 209 corridor area between Milford and East Stroudsburg, there are seven campgrounds, including Ken’s Woods just up the road from Bushkill Village.

The remaining campgrounds are in Milford, Dingmans Ferry, and several in the Marshalls Creek/East Stroudsburg area. According to one operator, the Delaware Water Gap KOA Campground and the Mountain Vista Campground have been rated by guests as the two best campgrounds in the Poconos.

DEWA monitors vendor-run campground usage as part of its monthly visitation reports. According to DEWA, since 2005, visitor stays at vendor-operated campgrounds such as the ones listed in **Figure 2-54** ranged from a low of 8,636 in 2007 to a high of 18,438 in 2008. In 2006, campground usage was recorded as 14,115, up from 12,265 in 2005.

Discussions with local campground operators indicate that their occupancy has remained fairly consistent, selling out specific cabins or campsites especially on busy weekends, but not completely selling out the entire campground.

It appears that there is little in distinguishable patterns of recent growth or decline in local campground usage over the past five years.

Like hotels, the local market does not appear to be able to support a new campground in Bushkill Village. With several others within 10 to 20 miles, including the alleged two best in the Poconos, it would be extremely difficult to add another campground operation to the existing supply and expect it be successful.

The physical setting of Bushkill Village, including mostly small parcels, may lend itself better to a bed and breakfast or inn than a campground in the near future.

## Cultural Events / Entertainment Market

### *Events*

The Pocono region and Northeastern Pennsylvania host a wide variety of annual events. Some of the events are in towns, such as Milford and Stroudsburg, while others are at resorts and ski centers.

At least 18 year-round festivals were discovered throughout the Bushkill area. While this list may seem like an abundance of event programming for a relatively small area, there is always room for additional events, particularly since Bushkill does not appear to currently host any.

The Village can be a unique location to hold a new annual festival or event of its own, perhaps one that celebrates the Delaware River, associated recreation, local geographic or historic feature. Events and festivals can help the local economy as they can generate revenue for the community and local businesses by attracting additional money-spending visitors to the area. Potential traffic generation, parking, and administrative measures would need to be assessed in cooperation with DEWA to plan and conduct such an event.

### *Entertainment*

The entertainment market is a bit more difficult to sustain because it requires permanent venues and more programming than an annual event or festival. The Bushkill area has seen its share of failed venues, particularly the Mountain Laurel Center, located just up Bushkill Falls Road. The Mount Laurel Center is a large (mostly open air) performance venue that required large “acts” to succeed. The nearby historic Mountain Laurel Theater (at the former Unity House) is a small, intimate venue that was renovated at the time the Mountain Laurel Center was built in 2003, but unfortunately it has also been shuttered. Other entertainment venues in the vicinity of Bushkill Village are located in the nearby small towns, including the Milford Theater in Milford, Shawnee Playhouse in Shawnee-on-Delaware, and the Sherman Theater in Stroudsburg. Venues such as these are



**Fig. 2-56** *The Turn Store* is a private “in-holding” property within the boundaries of DEWA. The building was recently sold and a new redevelopment plan was submitted to Lehman Township





**Fig. 2-57 The Peters House complex (northern view)** has been identified for a potential adaptive reuse as a Pike County Library branch facility. The configuration of the house and garage architecture make it possible to present a formal face toward Bushkill Falls Road and a functional orientation for access and public entry from Church Road on the north side.

difficult to open and expensive to operate. With three venues within fairly close proximity, another performance venue for Bushkill Village is not recommended, unless a relatively small, open air performance space could serve a mix of public uses, and one or more of the existing entertainment operators could serve a niche market there. Another option might be for a restaurant / tavern development at the Turn Store to provide a small performance space and host periodic events.

## Library / Community Center

The digital age has changed the nature of libraries significantly. Much of what people read is now on computers, smart phones, and electronic books. However, nothing has yet replaced the community library as a quiet gathering spot, as well as a place to obtain a tangible book or periodical when desired. Pike County has three existing public libraries in the Bushkill vicinity. The new main branch facility was recently completed in Milford, and there are small branches in Dingmans and Lackawaxen Townships.

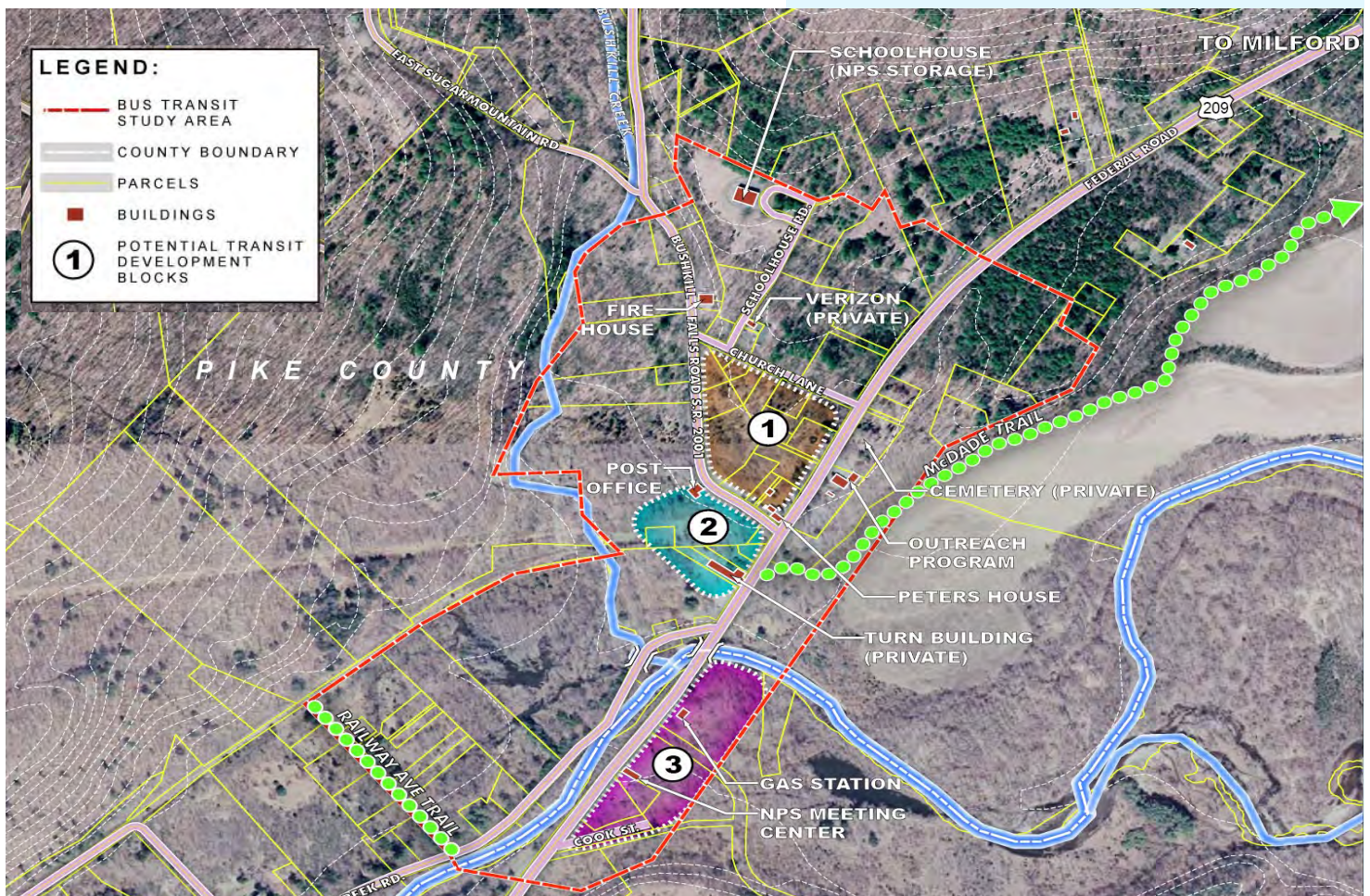
There appears to be an opportunity for a small library at the southern tip of Pike County in Bushkill. A branch library requires at least one staff person, understanding that government budgets are currently tight. One potential solution that might be appropriate for Bushkill Village could be a small library / community center with a coffee shop. The library could offer computers available for research, limited books, and perhaps provide meeting rooms for small community meetings. A coffee shop housed inside, or in the garage structure, could generate income and help provide staff for the library/center.

## Museum / Gallery

The Bushkill region also is home to a variety of small museums and galleries, most of which are located in Milford (**Figure 2-52**). Bushkill has the Pocono Indian Museum on Route 209. It is rich with cultural history and artifacts that could be ideal for public display.

A museum could also feature art by local artists, such as Frank Schoonover, formerly a resident painter of Bushkill. One or more museum venues within the Village could complement those nearby, and with the high DEWA visitation, a great deal of interest would likely be generated. The main question, is the cost of staff and operating costs.

One potential solution is an art gallery that sells artwork by local artists, such as Peters Valley Craft Center store. The retail market analysis identified a demand for such a business, and it could operate like any other privately-run retailer. This arrangement could bring art to Bushkill Village, and new museums and other galleries could potentially grow in the area if the concept is successful.



**Fig. 2-58 Study Area Map of Bushkill Village**—showing former parcel boundaries, locations of extant resources, three conceptual primary planning “blocks,” and other land use planning data. NOTE: the term “potential transit development block” was used to identify general areas where in-park, recreational transit facilities (transit stops, trail linkages, and visitor support facilities) might be created. Each of the three “blocks” features opportunities and constraints toward meeting the DEWA goal of reducing automobile trips within the Park.





**Fig. 2-59** *Appropriate commercial adaptive reuses of the Turn Store—is supported by DEWA and Lehman Township. An approved sewage treatment system can be seen behind the building.*



**Fig. 2-60** *The Turn Store was two historic structures tied together physically that served the public as a commercial food and convenience store until 2008. The smaller structure was recently razed by the owners to meet the township parking requirements.*

## 2.3 Land Use

### Methodology

The **BVCS** land use inventory and analyses of Bushkill Village resources included; on-site reconnaissance, examination of existing documents and historic data, and coordination of alternative analyses with DEWA and Lehman Township. An assessment of existing structures conditions was not funded through either grant program nor included within the study scope of work. It is understood that Historic Structures Reports (HSR) exist for certain Bushkill Village buildings within DEWA. A visual inventory of resources was conducted with photo-documentation of general exterior conditions. Building envelope areas were estimated from aerial plans to assist in assessing market potential. DEWA has established a priority for conserving historic resources within the entire park, and the Bushkill Village resources all fit within this management framework.

### Site Reconnaissance / Field View

#### *General Description of Bushkill Village*

The unincorporated historic Bushkill Village spanned the Bushkill Creek and was legally in two municipalities – Middle Smithfield Township (Monroe) and Lehman Township (Pike). The **BVCS** area encompasses approximately 9.5 acres.

#### *Study Area Boundaries*

The boundary of the Bushkill Village study area was delineated by using a variety of defining geographic and cultural features, including topography, roads, waterways, and remaining structures.

The intersection of US Route 209 and Church Road was selected as a logical northern boundary. The historic cemetery on the eastern side of this intersection is included.

A point south of the DEWA Meeting Center was selected as the



southern study boundary where US Route 209 is cut through the topography and runs downhill, parallel to the Bushkill Creek to enter the Village.

The former Railway Avenue located south of the Little Bushkill Creek is considered the logical extension of the southern village boundary between Creek Road and the mountainside to the west.

The base of the mountainside that describes the historic flood plain in Bushkill was a natural feature that defines what can be considered a reasonable western boundary for this study.

The habitation and former land uses on the slopes that once related to Bushkill no longer remain to the west of the former railroad grade.

The former firehouse was selected as the terminal point of the village on Bushkill Falls Road. The study area extends up the embankment to the east to include the former school house and adjacent lands.

The eastern boundary of the study area runs between the river and US Route 209 to capture many of the former historic properties on the eastern side of Village.

## Cultural Resources

### *Individual Resource Descriptions / Opportunities*

The following descriptions of the remaining cultural resources within Bushkill are not intended as a Historic Structures Report (HSR) or as a Cultural Landscape Assessment (CLA), although this information may contribute to these documents in the future.

Each description provides a brief synopsis of the specific element observations: regarding significance; physical status; potential adaptive reuse partnerships; and possible implementation actions.



**Fig. 2-61** *The Turn Store and the Peters House, together form the cultural, visual, and functional nucleus of a modern Bushkill Village cultural landscape.*

## *Peters House*

### Significant Status – Peters House

The Peters House is the most important federally-owned historic resource remaining in Bushkill. It is a wood-framed structure that is listed as an individual resource on the National Register of Historic Places, and it is the top DEWA priority for conservation in the Village. DEWA completed the stabilization of the exterior shell of the building (roofing, siding, windows) in 2015. This former residence has also been used for commercial purposes, and presents a stately southern façade that is a revered landmark view at the corner of Bushkill Falls Road for northbound travelers on US Route 209.

Recent PennDOT roadway and drainage improvements to Bushkill Falls Road have encroached significantly into the front yard of the Peters property, and its historic driveway location is unacceptable for future service due to its proximity to the reconfigured US Route 209 intersection. The traffic improvements at the intersection of US Route 209 and Bushkill Falls Road have increased the negative impacts to the historic context of the Peters House site and historic views of the building.

Considerations to mitigate impacts may include: pedestrian control devices; new crosswalks; and sensitive landscape treatments for ADA accessibility between the crosswalk and building first floor elevations.

### Adaptive Reuse/ Potential Partners—Peters House

During the community planning process for Bushkill Village, the concept emerged for “adaptive reuse” of the Peters House, as a strategy preferred over a more limited preservation alternative. One idea was to rehabilitate the structure for an appropriate government / institutional use – such as a satellite facility for the Pike County Library.

This concept was presented to the Library Board and is under consideration. The Library Board understands that the first step is to conduct a feasibility study for adapting the historic structure as a branch library. The use of the Peters House as a café was considered

during the process, but considering the high level of rehabilitation required for such an adaptive reuse, by itself, a café was not considered a feasible option.

The concept of adaptively re-using the historic Peters House as a public library merits serious consideration by all parties. As the character of modern libraries continues to evolve, their structures no longer are required to contain volumes of books to adequately serve a clientele accustomed to accessing information on-line.

Modern library uses can be designed to conform to NPS rehabilitation requirements within this historic structure. The levels of uses anticipated at a satellite library facility within the Peters House should be considered as generally compatible with the appropriate rehabilitation treatments the building demands.

Vehicular access and parking at the site would need to be improved, and could be accomplished compatibly within the cultural landscape. A public library in the Peter's House offers the potential to meet the goals of multiple partners, including:

- Pike County provides a public service and restores its prestigious southern gateway landmark structure in the process.
- DEWA, Lehman and the Bushkill community complete the rehabilitation and re-establish a viable human activity within it.

DEWA supports potentially appropriate uses, such as a public library, as a means to preserve a resource in cooperation with capable partners—provided that all compliance requirements are satisfied and rehabilitation is conducted in accordance with the Secretary of the Interior's Standards. Pike County, Pike County Historic Society, and Monroe County Historic Society all have a stake in seeing the Peters House rehabilitated.

#### Implementation/ Actions—Peters House

Environmental clearance issues for the Peters House need to be identified, and managed by DEWA. DEWA seeks to address most environmental clearance issues (NEPA, Section 106, etc) as a single





**Fig. 2-62** *The Turn Store* rehabilitation will help support DEWA conservation by providing critically-needed commercial user services within the national park at Bushkill.

Environmental Assessment (EA) process for all elements identified in the **BVCS**. This process may take 12 months to complete.

DEWA currently maintains the immediate grounds around the Peters House. Lehman Township has offered to assume the care of the Bushkill Village landscape from DEWA. With an interim partnership agreement, Lehman might commence this maintenance function prior to the completion of the EA.

### *Turn Store*

#### Significance/ Status—Turn Store

The Turn Store is the second most significant historic resource remaining in Bushkill Village, and it is listed as an individual resource on the National Historic Register. The property is privately-owned, and potentially capable of serving as a private commercial enterprise that is surrounded by federal parkland.

The property was recently acquired by new owners who submitted a development plan to Lehman Township with the intent to redevelop the store as a deli / convenience store. The toll of this new plan was the loss of the former Tinsmith structure to create room for required parking.

The architectural presence of the structure is an iconic element of the historic community life of Monroe and Pike Counties. The Turn Family still resides in the area.

The current DEWA GMP identifies the Turn Store as an important commercial resource that should continue the traditional commercial use to provide convenience services to park visitors and local residents passing through DEWA.

The Turn Store represents an irreplaceable historic and scenic element that is strategically located at the gateway of the Route 209 Scenic Highway, as identified in the Pike County Comprehensive Plan. The Turn Building anchors the southwestern corner of the Bushkill Village cultural landscape and is a key element of the **BVCS**.

### Adaptive Reuse/ Potential Partners—Turn Store

The community shares a consensus with DEWA that the Turn Store should be rehabilitated to provide commercial services that are appropriate for users inside the national park lands.

The structure is free-standing and presents important facades to public views from the south, east and north. The location between the creek and the intersection establishes the Turn Store as a prominent structure that helps create the sense of a public square on the open space owned by DEWA, directly adjacent to the north.

The DEWA bus transit service currently uses the informal DEWA parking area located directly south of the Turn Store as its transfer hub between the north and south shuttle loops during summer months. This program with Monroe County Transit Authority (MCTA) is important to both Monroe and Pike County, as it extends from Delaware Water Gap to Milford.

The existing porch of the Turn Store is the only shelter that is currently available to transit users, and it is private property. When the missing segment of the McDade Trail across the Bushkill Creek is completed, the Turn Store can provide many potential amenities as a trailhead support facility to users who drive to Bushkill to access the trail and to those hiking or bicycling through the Village.

The Turn Store cannot become part of DEWA, because NPS cannot buy or sell federal property, but can only trade properties for fair value to the Park's documented benefit.

### Implementation/ Initial Actions—Turn Store

The rehabilitation of the Turn Store needs to be an equally high priority for Pike (and Monroe Counties).

The DEWA GMP recognizes the value of an appropriate commercial operation within the Turn Building.

### Potential Funding Partners—Turn Store

By private owner.



**Fig. 2-63** A Concept for a rehabilitated Turn Store.



**Fig. 2-64** A historic photo of the last Post Office in Bushkill Village (on the right) next to the previous Post Office (on left.)



**Fig. 2-65** The former Bushkill Post Office is scheduled for demolition by DEWA as a structure of low priority within the park. The value of the structure to the entire park is not significant in the DEWA ranking system. Until its demolition, the structure remains a highly visible feature in the Bushkill Village cultural landscape. The double-deck porch and federal style denote a Pocono vernacular architecture.



**Fig. 2-66** Post Office building (rear view) Adaptive reuse will require a new program that is acceptable to DEWA, as well as structural, accessibility, parking, and utility repairs. The building has been determined to be ineligible for the National Register of Historic Places and is scheduled by DEWA for demolition.

## Post Office

### Significance/ Status—Post Office

The former Post Office building standing on Bushkill Falls Road is not the original Bushkill post office, but was the last to operate after the village was acquired by the Army Corp of Engineers. The structure's significance within the original village context remains, but the property lacks individual historic significance. Unfortunately, the post office structure is currently targeted on a DEWA demolition list due to its lack of historic significance and apparent structural issues. A demolition date has not yet been set. The building is a stately period structure on the exterior and physically defines an important corner of the historic village, that is highly visible at the curve from both directions on Bushkill Falls Road.

The post office building helps create the sense of a civic landscape by describing a spatial and visual center of Bushkill Village—that is captured between it, the Peters House, and the Turn Store. If the Post Office building is removed, an important remaining cornerstone that defines the shape of the original village will be lost.

### Adaptive Reuse/ Potential Partners—Post Office

The former Post Office building faces structural and environmental issues and is listed to be demolished with a yet to be determined date. Physical access issues to the Post Office site would need to be resolved for any reuse. The existing Post Office driveway is significantly steeper after the PennDOT S.R. 2001 improvement project super-elevated the roadway grade at the DEWA driveway location at the curve.

DEWA has allowed Bushkill Outreach to use the building in the past for storage, but that use was vacated in summer 2011. Adaptive reuse of this structure, would need to address structural and utility issues, as well as parking and ADA access to the building first floor. If structural and access issues could be resolved, the interior layout and front porch lend the structure to possible uses light food service / community space on the open first floor, and perhaps a reasonable-



cost hostel or B&B space with multiple bedroom spaces on the second floor. A structures report was not available for this building.

#### Implementation/ Initial Actions—Post Office

The property is not considered historically significant by DEWA and will be demolished in the foreseeable future unless interested partners can conceive a strategy for future adaptive reuse. The process requires a viable use, securing funds, and negotiating an operating agreement with DEWA. An alternate scenario is for DEWA to wait as long as possible before razing the structure.

#### *Gas Station (Gulf)*

##### Significance/ Status—Gas Station

The last remaining of four previous gas station buildings in Bushkill Village sits vacant on the south side the Bushkill Creek (in Monroe County) along US Route 209, as a visual reminder of the former vital commercial life in Bushkill Village. The structural resource has little historic significance. The building is not currently identified by DEWA to be razed, and has been identified by DEWA and the community as a potential “trail center” facility for the McDade Trail.

##### Adaptive Reuse/ Potential Partners—Gas Station

A trail center adaptive reuse strategy for the gas station building symbolizes the cultural transition that continues to occur within Bushkill—as DEWA emphasizes non-auto travel modes and seeks to transition from its visitors using four wheels and petrochemical energy to using two wheels and human/renewable energy to traverse and enjoy the park.

During the study process, Bushkill Outreach inquired to DEWA about a possible partnership to upgrade the structure and operate a bike rental facility. DEWA explained that such a commercial operation, even by a non-profit entity would need to go through a competitive solicitation process.

DEWA priorities to implement this important trailhead development partnership may be influenced by several factors. DEWA is currently



**Fig. 2-67** *The former Gulf Station operated on the east side of US Route 209, directly south of Bushkill Creek.*



**Fig. 2-68** *The former Gulf Station remains and has changed little except the pumps, tanks and lifts have been removed. DEWA has performed a Phase 1 Environmental Assessment for the site.*

in the process of securing funds to complete the missing link for the McDade Trail Bridge over Bushkill Creek in the Village.

The alternative to a new trail bridge is to use a portion of the US Route 209 Bridge as a dedicated bike crossing facility. A trail bridge should include a link to a rehabilitated gas station trail center.

#### Implementation/ Initial Actions—Gas Station

DEWA will determine the solicitation process to secure an adaptive reuse partner for the Gas Station. Lehman Township and the Bushkill Village study committee support this action as soon as possible

The gas station is adjacent (directly north) of the DEWA Meeting Center, and a trail center facility can take advantage of the Meeting Center sanitary rest facilities.

A DEWA vendor/partner may adapt the structure to run a commercial rental / outfitter operation at the gas station with the potential to sell appropriate convenience items within the park.

Access and parking issues will need to be addressed by DEWA with the partner to make the gas station location function as a commercial facility.

Parking in this area is limited and there will be a lure for pedestrian and cyclists to cross the highway to reach a reopened Turn Store and the village square on the west side of US Route 209. These issues can be largely solved through smart physical design, signage and programming the Route 209 “streetscape” elements.

There is potential for PA DCNR to become a partner with DEWA (Lehman and/or Middle Smithfield Townships) to help develop some traditional and innovative recreation facilities within Bushkill—especially trail-related and ADA accessible features.

Lehman Township can continue its communication role between DEWA and DCNR regarding partnership opportunities at this site and other potential recreation elements within Bushkill Village.



**Fig. 2-69** The McDade Trail alignment runs directly behind the former gas station (located in Middle Smithfield Township.) The adaptive reuse of this structure as a trail center will announce that Bushkill Village is a major trailhead in DEWA.

## Meeting Center

### Significance/ Status–Meeting Center

This former church building is an iconic structure that occupies a commanding location at the southern entry to Bushkill Village, on the northbound side of US Route 209. DEWA uses this facility for public meetings, staff and training meetings.

The facility is unstaffed during the winter and staffed with DEWA interpretive specialists during the summer. Approximately 25 parking spaces exist on both the north and south sides of the building. Exterior sanitary rest facilities exist on the north side of the site.

The interior space is large hall with a small kitchen. A souvenir space was previously operated by the Friends of the Delaware Water Gap.

### Adaptive Reuse/ Potential Partners–Meeting Center

The *DEWA Alternative Transportation Feasibility Study, 2009*, identified Bushkill as an important transit node on the Pennsylvania side of DEWA, and identified the Meeting Center in Bushkill as a potential site for a future visitor center, even though the current DEWA GMP does not include provisions for such development.

This **BVCS** considered two other potential future visitor center locations within Bushkill that each offer opportunities that differ from the Meeting Center site.

Significant development issues at the Meeting Center site include: the structure was built in the historic floodplain; alluvial soils; roadway-traffic-access-parking geometry challenges; wastewater treatment limitations; and important cultural resource considerations.

### Implementation/ Initial Actions–Meeting Center

This **BVCS** recommends no immediate actions regarding the Meeting Center site or programming.



**Fig. 2-70** The former St. John's Roman Catholic Church is now the DEWA Meeting Center



**Fig. 2-71** The DEWA Meeting Center (on the northbound side of US Route 209) is on the Middle Smithfield side of Bushkill Creek Bridge. The building location, parking, architecture, signage and rest facilities create the impression of a visitor center. The facility is staffed periodically by DEWA.



**Fig. 2-72** The church and rectory, located on the eastern side of US Route 209 are used intensively by the Bushkill Outreach for community service.





**Fig. 2-73** *The Bushkill Outreach, a non-profit food pantry operates its mission in the former church and rectory, just north of Bushkill Falls Road intersection. Residents of Lehman and Middle Smithfield Townships travel here during weekdays to receive free assistance.*

### **Potential Improvements—Church and Rectory**

*The Bushkill Outreach history of continuous community service and the intensity of its business operations in the Church / Rectory may warrant future improvements, such as:*

- **Energy efficiency** – weatherization, insulation, participation in a district biomass heating system, photovoltaic generation, etc.
- **Safety / accessibility** – access / parking improvements, ADA improvements for site and buildings, fire safety improvements (participation in a district dry hydrant system, etc.)
- **Infrastructure** – general building improvements, green utilities, participation in “district” well water system, on-site wastewater system or heating system.

### **Church / Rectory (Bushkill Outreach)**

#### **Significance/ Status—Church / Rectory**

The former church and rectory that sit at the rise of US Route 209 opposite the Church Road intersection are used by the Bushkill Outreach to operate its mission as a community food pantry to serve Lehman and Middle Smithfield Township residents.

A later addition was added to the north side of the Church that appears to be originally constructed as a congregation hall. Just north of the addition is the historic church cemetery.

The church, addition, and rectory are actively used by the Bushkill Outreach, as a non-profit food and clothes bank that serves Lehman and Middle Smithfield residents, under an agreement with DEWA, to utilize the buildings and paved areas for volunteers and clients.

The Outreach operates Monday through Friday using volunteers to process and distribute food and clothing to local residents in need. Outreach operations accept fresh produce deliveries from supermarkets and unused clothing and household items from local contributors and to provide no-cost supplies to qualifying neighbors.

Vehicular access to the paved northern parking area is limited by space. Sight distance is limited below the crest of the US Route 209, located directly north of the driveway entrance.

The food bank operation is conducted in the church basement and northern addition, neither of which is currently ADA accessible. The clothes bank and Outreach offices are located in the church foyer and elevated main floor, neither of which is ADA accessible.

The rectory is a two-story house structure, in fair condition, and used by Outreach to hold its annual community Christmas sale and other events.

Toilet facilities in these buildings are limited and the on-site wastewater systems are unimproved since the property acquisition nearly half a century ago.

### Adaptive Reuse/ Potential Partners

Public demands on Bushkill Outreach operations are unfortunately increasing, however the organization appears to be blessed with an abundance of dedicated volunteers and donations.

The history of the organization in Bushkill binds it very tightly to this location, and working together with DEWA, the partnership has managed to make repairs and upgrades (such as roof repairs) sufficient to maintain the current use.

Traffic demands will likely continue to increase for this Bushkill Outreach operation. DEWA does not favor improvements to parking / access issues in this location

Bushkill Outreach is a longstanding partner with DEWA and has periodically been allowed to use other Bushkill facilities, including the Post Office and the Peters House garage for storage.

If Outreach needs to expand in the future, without the former Post Office, there are few other options in Bushkill Village besides the Gas Station and Peters House garage.

The **BVCS** does not suggest additional structures in this location.

### Implementation/ Initial Actions—Church / Rectory

As a non-profit, Bushkill Outreach has the potential to attract public and private foundation funding to support its mission – including infrastructure improvements that will make operations more efficient.

### *Firehouse*

#### Significance / Status

This structure is used for emergency services operations by DEWA, and remains a significant cornerstone structure along the northern edge of the Bushkill Village cultural landscape. The structure houses DEWA Fire Management staff and Integrated Pest Management program.

This structure should be conserved.



**Fig. 2-74** The firehouse on Bushkill Falls Road is actively used for firefighting equipment by DEWA.



**Fig. 2-75 The former Bushkill Schoolhouse** at the top of Schoolhouse Lane is used by DEWA as offices and for cultural resource management.

## *Schoolhouse*

### Significance / Status

The former Bushkill Schoolhouse is located on Schoolhouse Lane, up the hill and out of view from Bushkill Village center. This institutional style building remains important as one of the few extant structures in the Bushkill Village cultural landscape. The stated use for this building in the 1987 GMP was to serve as a resource protection and visitor management (law enforcement) district office for DEWA. It now serves as a cultural resource branch office for DEWA. No other uses were voiced during the study process to adapt the building from its current use. The structure needs to be connected to a water source to make its fire suppression system operable.

## *Train Station Platform*

### Significance / Status—Train Station Platform

The remaining platform of the former train station is located at the center of Bushkill Village in the open area between the Turn Building and the Post Office. The alignment of the station foundation is askew to the grid of roadways created by the adjacent Bushkill Falls Road and US Route 209. The platform orientation relates to the alignment of the railroad grade as it entered from the south and crossed the Little Bushkill Creek to terminate passenger and logging freight service at Bushkill. The rail spur terminated east of Route 209.

The history of railroad service between East Stroudsburg and Bushkill is significant to the region, because no other railroad served the Delaware Valley between Bushkill and Matamoras / Port Jervis. The era of railroad service in Bushkill should be considered as a period of significance in the cultural history of the village. The extant station platform and the associated railroad grade are visible artifacts that can serve DEWA and partners as an important part of a 21<sup>st</sup> Century cultural landscape in Bushkill.

### Adaptive Reuse / Potential Partners—Train Station Platform

The railroad station platform is an artifact that offers adaptive



**Fig. 2-76 Bushkill Railroad Station**—a historic postcard of the train station / platform with the Turn Store in the background.



**Fig. 2-77 Bushkill Railroad Station**—a historic postcard of the train station / platform with the Turn Store in the background.



rehabilitation potential for multiple uses that are mission critical for DEWA, including: shelter for park users, historic interpretation, and environmental education venue. The historic station structure can be interpreted (not recreated) with a new pavilion design that echoes the architectural features of the original station.

A new canopy structure here would serve multiple functions, including visitor shelter and picnic pavilion for most days of the year. Lehman Township holds an annual blues festival and barbecue at its Lehman Park. The Township could help DEWA secure funding to reconstruct a station canopy structure, as well as to negotiate the terms of its use for small music / theatrical performances by other partners. Bushkill Outreach has used this area of the Village for its annual Flea Market and would use the new station canopy for its events.

If performance activities were to occur, event parking will need to be addressed. Remote parking might be one option. Overflow temporary parking near Railroad Avenue might someday be an option. No additional parking is suggested to construct the pavilion.

#### Implementation / Initial Actions—Train Station Platform

During the study process, Lehman Township met with DEWA and PA DCNR to review preliminary plans for the Bushkill Village study area. An adaptive rehabilitation strategy to build a new timber-framed pavilion on the original train station platform was identified by all partners as a potential high-priority project application to DCNR for funding. An application to DCNR was developed by LT with support from DEWA to help fund the interpretive structure design and construction. If funded, LT would serve as lead construction and maintenance partner for the pavilion.

DCNR considers the LT pavilion application as a high priority DCNR project that requires a facility control agreement between LT and DEWA to proceed with funding. DEWA supports the project with the provision that a final general agreement with LT is needed (to specify roles, responsibilities and duration,) as well as an approved EA for Village area and the train station pavilion. The conceptual process for the pavilion has included a meeting with LT, DEWA and a



**Fig. 2-78 Train Station platform**—is located at the physical heart of Bushkill Village today, surrounded by open lawn that will remain as a “village green.” A sanitary comfort station exists to the northwest side near the existing parking area (foreground).



**Fig. 2-79 Train Station platform**— foundation remains and can be adapted to support a new multi-use pavilion The intersection of Bushkill Falls Road with US Route 209 is seen beyond.



**Fig. 2-80 Train Station platform**—The conceptual adaptive reuse model depicts a modern timber pavilion structure that is reminiscent of the former structural scale and shapes.



**Fig. 2-81** *The former RR bridge crossed the Little Bushkill Creek—where the falls are seen in this photo. Stone abutment artifacts can be seen on both sides of the creek. A millrace culvert remains in the northern abutment. A new hiking trail bridge at this location can interpret the historic rail grade and creek, and enable ADA access to the southern half of Bushkill Village in Middle Smithfield Township.*



**Fig. 2-82** *The former rail grade is overgrown but useable as a hiking trail on the south side of the Little Bushkill Creek.*

representative from the Timber Framers Guild of North America (TFGNA) to discuss concept design, clearance details, and Guild involvement as a non-profit construction partner that is dedicated to helping communities to develop heritage facilities.

### *Railroad Grade / Bridge*

#### Significance / Status—RR Grade / Bridge

The historic railroad alignment is a visible grade beginning at the train station platform and extending south along a cleared corridor that is used today as an alignment for overhead utilities. The grade is currently an overgrown fill structure. The remnants of the former stone railroad bridge over the Creek still stand on both sides of Little Bushkill Creek. The stone abutment on the north side includes a culvert that conveyed the former millrace from its head gate upstream to the former mill near Creek Road. The railroad grade, former bridge site and the station platform together present a wealth of extant artifacts and offer rich cultural interpretive opportunities that can be combined seamlessly with recreation trail improvements and environmental education.

#### Adaptive Reuse / Potential Partners—RR Grade / Bridge

The historic railroad corridor is envisioned as an opportunity to acknowledge the former transportation, commerce and land uses within the cultural landscape of the Bushkill Village center, as well as along the grade extending south on the opposite side of the Creek. Ideas from the community identified the grade as a potential rail-trail to allow village users to access the southern half of Bushkill Village without having to use roadways. This concept would clear and restore the existing grade structurally where needed, and add an appropriate surface material for foot traffic. The rail-trail conversion would require rehabilitation of the bridge substructures to add a typical fiberglass footbridge used for trails throughout the park. The south side of the Little Bushkill Creek will require a segment of boardwalk structure system to traverse a section of riparian / wetlands where the former elevated RR grade has been lost. DEWA will design trails within the Park. Lehman will assist in finding funds.



## Implementation / Initial Actions—RR Grade / Bridge

A new Train Station pavilion is an early implementation project for Bushkill Village, supported by LT, DEWA, and DCNR. The construction of the new pavilion will create a structure that can serve as a visible trailhead / orientation location and help support the development of the rail to trail features in subsequent phases. Environmental clearance for the rail-trail element will be part of the comprehensive EA by DEWA to address the uses suggested in the **BVCS**. DCNR is a logical funding partner for this type of recreational trail development—especially with the broad spectrum of interpretive and universal accessibility opportunities along the new trail corridor.

## *Grist Mill (extant foundation)*

### Significance / Status—Former Mill

A gristmill once operated in Bushkill Village, powered by water from the Little Bushkill Creek. The Mill predates the railroad and represents another earlier industrial period of significance in Bushkill.

The stone foundation is visible atop an embankment located directly above Creek Road on the north side of the intersection with Federal Route 209. The timber-framed mill structure unfortunately burned to the ground, leaving only the outline of its stone footprint.

The remaining stone foundation artifact alone is not highly significant. However, when coupled with the extant millpond, dam, and millrace, the entire mill complex can be interpreted in its full context as a vitally important function within the early community.

### Adaptive Reuse / Potential Partners—Former Mill

The Mill site is a prominent location for a new interpretive structure, similar in concept to the open, timber-framed pavilion proposed for the historic train station platform.

After a train station pavilion is successfully completed, a similar Mill pavilion should be considered as another important interpretive location within in a Bushkill cultural landscape walking tour.



**Fig. 2-83 Old Bushkill Mill**—was located adjacent to the former Route 209 truss bridge over Bushkill Creek.



**Fig. 2-84 Bushkill Mill and Pond**—historic postcard image.



**Fig. 2-85 Old Bushkill Mill**—as a commercial retail operation before it was lost to fire.



### Implementation / Initial Actions—Former Mill

The mill site at Bushkill Village is a complex of industrial components, with most artifacts still existing and capable of interpretation with selective clearing and regular landscape maintenance. LT is ready to carry out a DEWA-approved clearing of overgrowth/invasive species and an annual landscape maintenance partnership program that can include the entire mill complex area.

The same potential partnership between LT, DEWA, DCNR and TFGNA is possible to develop a new Mill pavilion, similar to the one envisioned for the Train Station platform.

### *Millpond / Dam / Millrace*

#### Significance / Status—Millpond / Dam / Race

The Millpond today is visible as an earthen and concrete dam remnant and depression in the landscape that was created along the creek side. The shape of the former millrace is visible upstream from the millpond and runs parallel to the Little Bushkill Creek. The millrace is clearly visible as a culvert through the stone railroad bridge abutment, and the “head gate” was located somewhere upstream from the RR grade, where water was diverted from the Little Bushkill.

The interior mill “works” that represent the mechanical engineering elements no longer exists. The remaining pond and race artifacts represent the “civil engineering” components of a mill system that required exacting hydraulic manipulation to be precisely integrate the “machine” within the surrounding landscape so that water could power the mill. All landscape elements of the mill system are extant and available for comprehensive interpretation at Bushkill Village.

#### Adaptive Reuse / Potential Partners—Millpond / Dam / Race

The millpond is a cultural artifact that offers at least two potential adaptive reuses that can serve interpretative purposes, as well as possibly satisfying modern demands for stormwater management and appropriate recreation within Bushkill Village.



**Fig. 2-86 Old Mill Pond Dam**—the remaining masonry section of the impoundment perimeter is still visible. The “basin” form of the pond is also visible in the landscape and might be used for ice skating.

### Implementation / Initial Actions—Millpond / Dam / Race

A landscape maintenance partnership between LT and DEWA can begin as soon as practical and include a treatment plan for clearing volunteer succession vegetation from these historic industrial artifacts. The millpond area can be maintained by mowing as a field twice per year to interpret the former pool.

The depressed grades of the millpond have been identified as a de facto stormwater detention facility that currently serves at some level of effectiveness to capture a small upland drainage area that includes the DEWA open area (currently serving as the bus shuttle station) and possibly some of the runoff from the Turn Store property and land surrounding the train station platform.

No standing water was observed in the millpond area during the site observations for this study. Soils tests will be needed to determine the permeability of the soils in the pond area, especially if the existing topographic configuration of the millpond was to be contribute officially to stormwater best management practices (BMPs) under a Bushkill Village conservation strategy.

One idea that emerged during the public participation process was to re-establish ice skating as a historic community recreation activity by flooding the millpond. This idea would need to be reviewed logistically and programmatically by DEWA for approval.

Skating, in this case, can be considered a nature-based, non-intensive, environmentally benign activity that is an appropriate winter outdoor recreation element for a national park—like cross-country skiing.

From initial observation, the millpond topography appears capable of supporting a reasonable surface area of ice for community skating, by flooding a pool only a couple feet in depth.

### **Relevant Plans / Project Documents**

1987	DEWA General Management Plan
1995	Pike County Natural Areas Inventory
2001	Lehman Township Comp. Plan
2001	DEWA: Trails Plan / GMP Amend.
2001	Monroe County Open Space Plan
2006	Highland Village Open Space Plan
2006	Pike County Comprehensive Plan
2007	Middle Smithfield Township Comprehensive Plan Update
2008	Growing Naturally, Pike County Open Space, Greenways, Rec. Plan
2009	NPS Alternative Transportation Feasibility Study
2009	Lehman Township Open Space and Recreation Plan
2009	Improvements to Bushkill Falls Road
2010	McDade Trail Environmental Assessment



**Fig. 2-87 Railroad Avenue** (in Middle Smithfield Township) is designated as a walking trail in the DEWA Trails Management Plan and offers a great potential to become a link in a segment of a future Bushkill Village walking trail “loop” to connect to the Train Station platform in Lehman Township, via the historic rail grade as a future trail segment.

## Railroad Avenue

This former village road once extended from Creek Road across the tracks to meet a lane that ran up the mountainside on the western side of the railroad grade. Today Railroad Avenue is a paper street that serves as a walking trail cul-de-sac with essentially no linkages.

Several DEWA interpretive exhibits exist in this area to explain how this part Bushkill once appeared and functioned. Railroad Avenue offers the potential to serve other active or passive future uses.

Improving a rail-trail segment of the historic railroad alignment (that Railroad Avenue originally served) can reconnect the former grade with Village center by improving a section of grade and installing a new pedestrian bridge over the Little Bushkill Creek.

These improvements would create a meaningful interpretive walking trail loop that is ADA-accessible within the Village, by sharing a short segment of Creek Road.

If events were approved to happen in Bushkill Village, both sides of Railroad Avenue can be used as an overflow display or temporary field parking area.

## Cemetery

The historic cemetery is located on the north side of the Bushkill Outreach and is a privately-owned property that is maintained by the courtesy of Bushkill Outreach.

Lehman Township might assume maintenance of the cemetery in partnership with Bushkill Outreach, as a small extension of its proposed Bushkill Village maintenance agreement with DEWA.

No interventions are appropriate at this site, except for possibly appropriate interpretation of the local Bushkill history by acknowledging many of the prominent family names that are clearly visible on the headstones.



**Fig. 2-88 A headstone in Bushkill Cemetery**—a property that was never acquired by the federal government during the Tocks Island project era.



# The Bushkill Village Cultural Landscape

When viewed collectively, the individual resources that remain in Bushkill present a vivid sense of the historic Village life and its multiple significant periods— all located within an exotic and cloistered natural environment created by remarkable geologic features that have shaped the course of human occupancy in this place over thousands of years.

Even after losing most of its historic fabric in the 1960's and 70s, the natural character of the place and the remaining artifacts still display the important layers of cultural context embedded in the Bushkill landscape— and they await interpretation.

## *Periods of Significance*

At first glance, Bushkill Village appears to present at least seven (7) periods of significance to be interpreted in a cultural landscape beginning with pre-Columbian, through the early "Environmental Period," to present day.

Historic artifacts extant within Bushkill clearly express their historic shapes and uses over time, within a once bustling village. Locations of roadways, building sites, railroad, mill artifacts all still demonstrate how early cultural developments were intimately tied into the Bushkill landscape.

Farming and recreation history can also clearly be interpreted as a function of the geographic location and river valley landscape. Remaining structures exhibit the orientations, designs, materials, and spatial landscape relationships of their specific periods.

## *Historic District*

The near total loss in the 1960s and 1970's of structures and the diaspora of the river valley society of early 20<sup>th</sup> Century Bushkill Village represents an irretrievable degradation of historic *integrity* of the place in terms of its eligibility for nomination as a *district* in the National Historic Register.



**Fig. 2-89** A painting of Bushkill Village—captures the sentiments of many who remember the historic village before the federal acquisition began.

## ***Bushkill Periods of Significance (Suggested)***

- ***Pre-Columbian*** (pre-1600AD)
- ***Early European Settlement*** (1650-1750)
- ***War Period*** (French and Indian / American Revolution) (1750-1780)
- ***Early American Industry*** (1780-1840)
- ***Railroad Era*** (1840-1920)
- ***20<sup>th</sup> Century American River Village*** (1920-1960)
- ***Environmental Era*** (1960-present)

Yet, the **context** of the historic village through multiple periods of **significance** has not been lost—and its compelling human story earns Bushkill Village a vivid chapter in American history as the birthplace of the **cultural landscape**.

### *Pennsylvania Historic and Museum Commission (PHMC)*

PHMC is the State Historic Preservation Office (SHPO) that documents historic resources within the Commonwealth of Pennsylvania that are eligible and nominated to the National and State Registers of Historic Places.

PHMC also administers the preservation compliance regulations for all resources potentially affected by actions on state and federal properties or potential impacts of federal or state-funded projects. DEWA manages its own cultural resource conservation compliance and seeks concurrence with PHMC.

### *Existing Historic Documents*

Various historic documents exist for the Bushkill Village area, and many pre-date the Tocks Island Dam research and documentation by the Army Corps of Engineers in the 1960's and 70's.

### Aerial Photos

The most recent aerial photography of the Bushkill region is available at the PAMAP Program, 2005 Color Orthophotos of Pennsylvania, from the PA Department of Conservation and Natural Resources, Bureau of Topographic and Geologic Survey.

The aerial image used for this base map for this study was taken in April, 2005. Other aerial photos were found at:

Flat <http://earthexplorer.usgs.gov>

Oblique <http://www.facebook.com/media/set/?set=o.140339735967&ref=mf#!/groups/140339735967>



**Fig. 2-90** An oblique aerial photo of Bushkill Village—taken before the properties were acquired and razed by the Army Corps for the Tocks Island Dam project. This view (facing west) shows the Bushkill Creek at the bottom left and the Peters House Hotel complex directly adjacent. The Peters House is seen at the village intersection.



**Fig. 2-91** An oblique aerial photo of the Bushkill Village center (before Army Corps razing) shows the confluence of the Little Bushkill and Bushkill Creeks at the top left and the "modern" Route 209 bridge. The village commercial block is seen with "Bushkill" painted on the Turn Store roof, and the Peters House is at the bottom right.

### Historic Property Records

Historic property records can be researched at the Pike and Monroe County Courthouses.

### DEWA

DEWA manages a repository of historic artifacts and documents for the national park, including the US Army Corps of Engineers (ACOE) archives of the Tocks Island Dam project that were transferred to NPS for management of DEWA lands as a national recreation area.

### Delaware River Basin Commission (DRBC)

The DRBC was an active participant in the development of the Tocks Island Dam Plan and manages a large repository of historic documents that relate to DEWA in general and Bushkill specifically.

### Pennsylvania and New Jersey

The two states possess significant archives including information on the Bushkill area that predate the Tocks Island project, since there was a bi-state focus to construct a Delaware River Dam at Walpack Bend (Bushkill.)

### Historic Societies

The historic societies of Pike and Monroe possess significant historic documents and images of the Bushkill Village area.

### Oral History

During the course of this study it became apparent how many people who lived in the Bushkill area during the turbulent 1960-70s era still reside nearby and are very interested to recount their recollections of local history.

Documenting these oral histories is a task that will yield priceless local information, and it hopefully can be accomplished expediently by someone with ties to this community.

### ***Preliminary List of Extant Resources within Bushkill Village includes:***

#### ***Buildings***

- *Peters House*
- *Turn Store*
- *Post Office Building*
- *Former Gas Station*
- *DEWA Meeting Center*
- *Church / Rectory*
- *Schoolhouse*

#### ***Historic Artifacts***

- *Train Station Platform*
- *Railroad grade / bridge (on both sides of Little Bushkill)*
- *Mill (foundation)*
- *Millrace, Millpond, Dam wall*
- *Cemetery*



### ***LT Village Commercial (VC) - Intent:***

- *To preserve the historic and semi-rural character of the Township;*
- *To promote a mix of uses while avoiding heavy commercial uses;*
- *Provide small scale structures not overly obtrusive to the landscape and those that will not overload rural roads; and,*
- *Minimize traffic congestion and maximize traffic safety.*
- *Permitted Uses (summary): Residential, Institutional, Public / Semi-Public, Village Scale Commercial.*

### ***Additional LT Requirements (Design Standards):***

*Purpose: To encourage development compatible with existing older development and the natural setting, to promote convenience-oriented business, and to promote safe vehicle traffic. Design standards control / encourage:*

- *Appearance of roof*
- *Exterior building materials*
- *Neutral colors*
- *Reducing parking along the frontage and encourage parking in the side and rear, and shared parking*
- *Encourages front porches on commercial buildings*
- *Smaller building masses*

### ***307.A Dimensional VC Requirements (summary):***

Lot	Lot	Front	Rear	Side	Build- ing
Impervious	Width	Yard	Yard	Yard	Cover
Area					
Cover	200'	30'	30'	15'	35%
43,560 SF					65%

## Land Use Data

### ***Municipal Land Use Jurisdiction***

#### ***Lehman Township***

The entire Bushkill Village study area is located within a Lehman Township Village Commercial (VC) district. The Turn Store is the only privately-owned commercial property within the village boundary and was identified as central to the **BVCS**. In general, the intent of the VC district is compatible with DEWA goals for Bushkill Village, although the LT ordinances are only advisory within DEWA boundaries. Specifically, the Turn Store property must meet all municipal requirements to be returned to active use, including parking. The **BVCS** meets the goals of LT Village Design Standards.

#### ***Middle Smithfield Township***

All Middle Smithfield Township (MST) properties within the Bushkill Village study area are under federal ownership. Local zoning is advisory for DEWA property. The two existing DEWA buildings located in MST—the Meeting Center and the former gas station are under current use and planned use, respectively, by DEWA.

## Models of Existing DEWA Partnerships

### ***DEWA Administration***

DEWA reviews any action proposed within the park and interprets its suitability within the framework of the GMP and other applicable policy and law. The GMP language appears reasonably flexible to accommodate most strategic elements suggested in the **BVCS**. Previous private, municipal and non-profit partnership models with DEWA are described below. DEWA makes the final determinations.

### ***Bushkill Outreach***

Bushkill Outreach is a non-profit 501c3 corporation that operates its primary mission as a community food pantry inside DEWA with an agreement to use the church and rectory, and other minor structures

in the Village for informal storage purposes. Outreach also receives permission from DEWA to hold open-air public market events at the Bushkill corner “village green.” DEWA and Outreach share maintenance responsibilities for the church and rectory properties.

### Farm Leases

DEWA engages in leases of lands for active farming by private farmers throughout the park, including in Bushkill Village. Partner responsibilities and lease terms are by DEWA agreement.

### Community Gardens

In 2011, DEWA entered into active partnership with Lehman and Delaware Townships to initiate a community garden as a resource for local residents. The garden is located on US Route 209, near the northern township line in Lehman, and is managed by DEWA staff. Local residents may register with DEWA and maintain private garden plots within the enclosed community garden area.

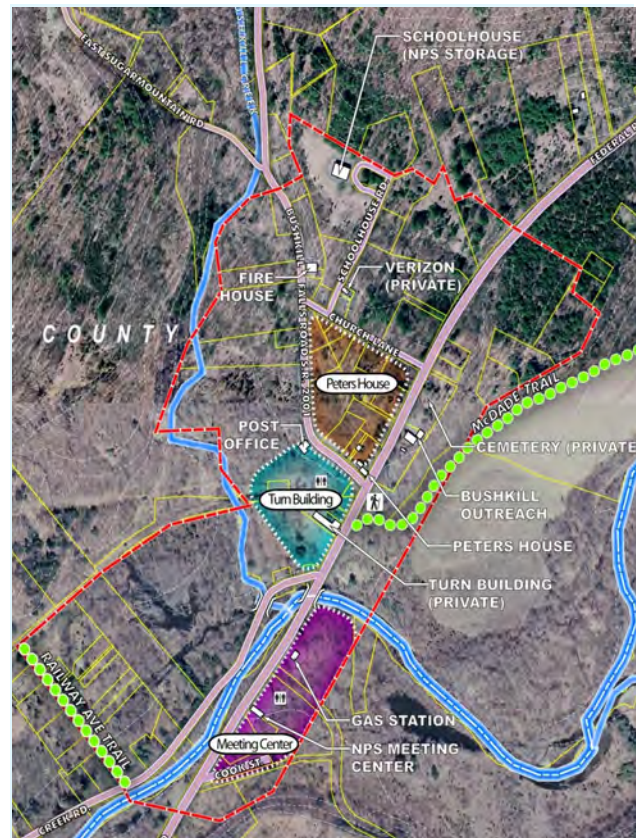
This resource is fostered by DEWA; actively used by the community; and is considered an appropriate cultural activity within the framework of the existing GMP. There may be related cultural opportunities within Bushkill Village.

### Peters Valley Craft Center (PVCC)

The partnership between DEWA and the non-profit PVCC is the longest standing partner “use” agreement in DEWA history. The mission of PVCC is to promote education in historic crafts and operate facilities that are managed as workshop studios, business offices, and Craft Store for artist sales to help sponsor those opportunities. PVCC is responsible for the stewardship of remaining structures within this historic village formerly known as Bevans.

### Marie Zimmerman Farm

The Friends of Marie Zimmerman Farm is a non-profit organization that manages this former artist’s farmstead complex in partnership with DEWA.



**Fig. 2-92 Bushkill—Three “conceptual Village Blocks”** - shown over an aerial photo with major cultural resources identified.



**Fig. 2-93 Meeting Center Block—Alternative Study #1**





**Fig. 2-94 Meeting Center Block—Alternative Study #2**

## Meeting Center Block

### Alternative #1

Visitors Center	Adapt the existing DEWA Meeting Center building
Parking	250 approx. spaces
Bus service	One-way bus loop, Internal bus stop
Vehicle access	from US Route 209 at south end of site

### Alternative #2

Visitors Center	2,600 SF (new building)
Parking	275 approx. spaces, located at rear of site
Pedestrian	pedestrian campus along federal Route 209
Bus service	One-way bus loop, Internal bus stop
Vehicle access	US Route 209 at with exit at south end of site
Pedestrian	to 209 and SR 2001 access Intersection via McDade Trail

# Alternative Land Use Scenarios for Bushkill Village

## Alternatives Analyses – by Village “Blocks”

Alternative land use scenarios were developed to assess what opportunities might be possible to conserve and adaptively rehabilitate Bushkill Village resources. Graphic concepts were developed and presented to the committee and the public as initial ideas to inform and help stimulate discussion.

The *NPS Alternative Transportation Feasibility Study, 2009* for DEWA identifies Bushkill Village in general, and the Meeting Center site specifically, as a possible location to develop a new Visitor Center facility. That study did not elaborate why this site was identified or how it should be developed.

The *BVCS* recognizes that the Meeting Center location offers many assets, but does not assume that it is the only viable location for a future Visitor Center facility within Bushkill Village.

Instead, Bushkill was assessed and conceptualized as three primary village “blocks,” divided by geography and roadway alignments. Each was assessed to consider its potential for a new visitor facility, that might be added at some future time, but envisioned now to address conservation opportunities in the Bushkill Village cultural landscape.

Two alternative design scenarios were developed for each block, understanding that some elements may or may not be mission-critical for DEWA.

The three village blocks include:

1. **Meeting Center Block**
2. **Turn Store Block**
3. **Peters House Block**

The conservation strategy for of the Bushkill Village was conceived to be independent of any future visitor center development, except that



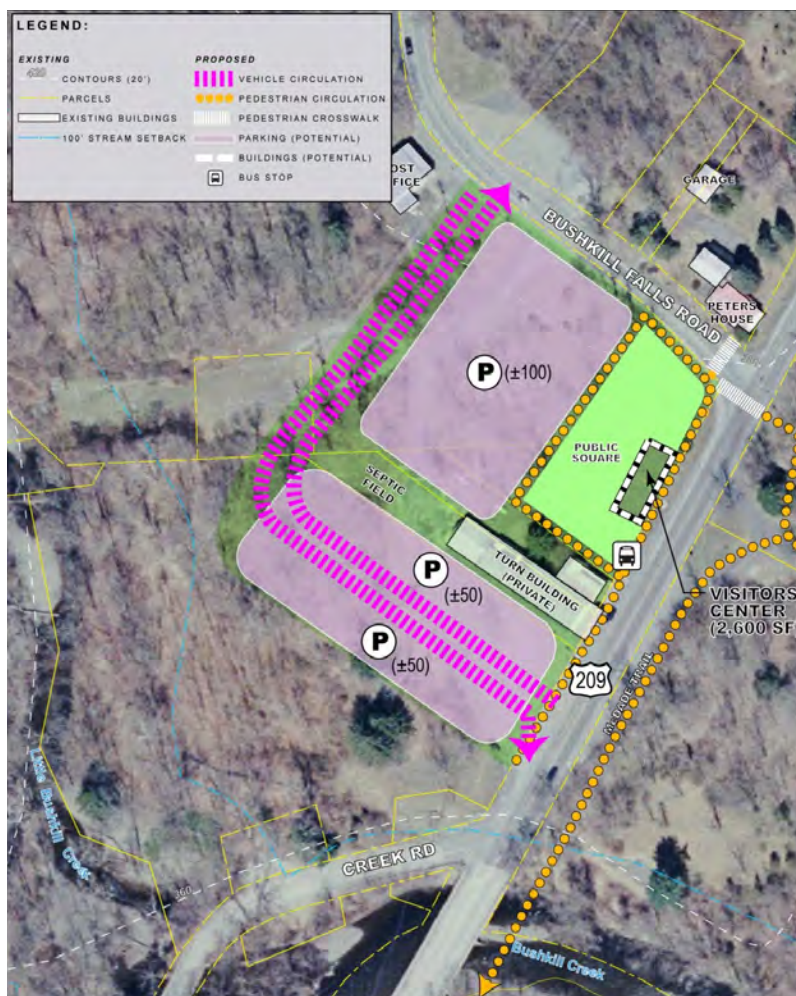


Fig. 2-95 Turn Building Block—Alternative Study 1

it was considered prudent to acknowledge the previous study and identify potentially compatible visitor center sites as part of the Bushkill Village cultural landscape analyses. Analyses for each block included:

- Multi-modal access (including bus transit stops,)
- DEWA parking / internal circulation (Initial / future parking,)
- Appropriate commercial services and institutional uses,
- Possible future visitor center – linked to transit service, cultural landscape, and trails, and appropriate commercial.

The analyses assumed that:

- Bushkill Village is a cultural landscape with extant and interpretive integrity,
- All options included a signalized intersection,
- All three blocks within Bushkill are potentially feasible to serve visitor-oriented, park-related transit development,
- Any future visitor center facility will be new construction, not adaptive reuse.
- All actions must be approved by DEWA



Fig. 2-96 Turn Building Block Alternative Study #2

## Turn Building Block

### Alternative #1

Visitors Center	2,600sf
Parking	200 approx spaces
Bus service	stop off Route 209
Vehicle access	from 209 and/or Bushkill Falls Road
Pedestrian	via crosswalks on US Route Access 209 and Bushkill Falls Road connecting to McDade Trail

### Alternative #2

Visitors Center	10,000sf – Turn Store addition
Parking	150 approx spaces
Bus service	One-way loop with internal bus stop
Vehicle access	from 209 and/or Bushkill Falls Road
Pedestrian	via crosswalks on US Route access 209 and Bushkill Falls Road connecting to McDade Trail
Public Square	at corner of 209 and S.R.2001
Pedestrian	to 209 and SR 2001 access intersection via McDade Trail





Fig. 2-97 Peters House Block—Alternative Study #2

## Peters House Block

### Alternative #1

Visitors Center	2,600sf
Parking	100 spaces approx. (centrally located)
Bus service	stop & turnaround (internal loop)
Vehicle access	from Church Lane (resurface/ widen existing street may be required)
Pedestrian	via crosswalks on US Route Access 209 and Bushkill Falls Road connecting to McDade Trail

### Alternative #2

Visitors Center	10,000sf
Parking	300 spaces approx (screened from road)
Bus service	One-way loop with internal bus stop
Vehicle access	(resurfacing / widening existing street may be required)
Pedestrian	via crosswalks on US Route access 209 and Bushkill Falls Road connecting to McDade Trail

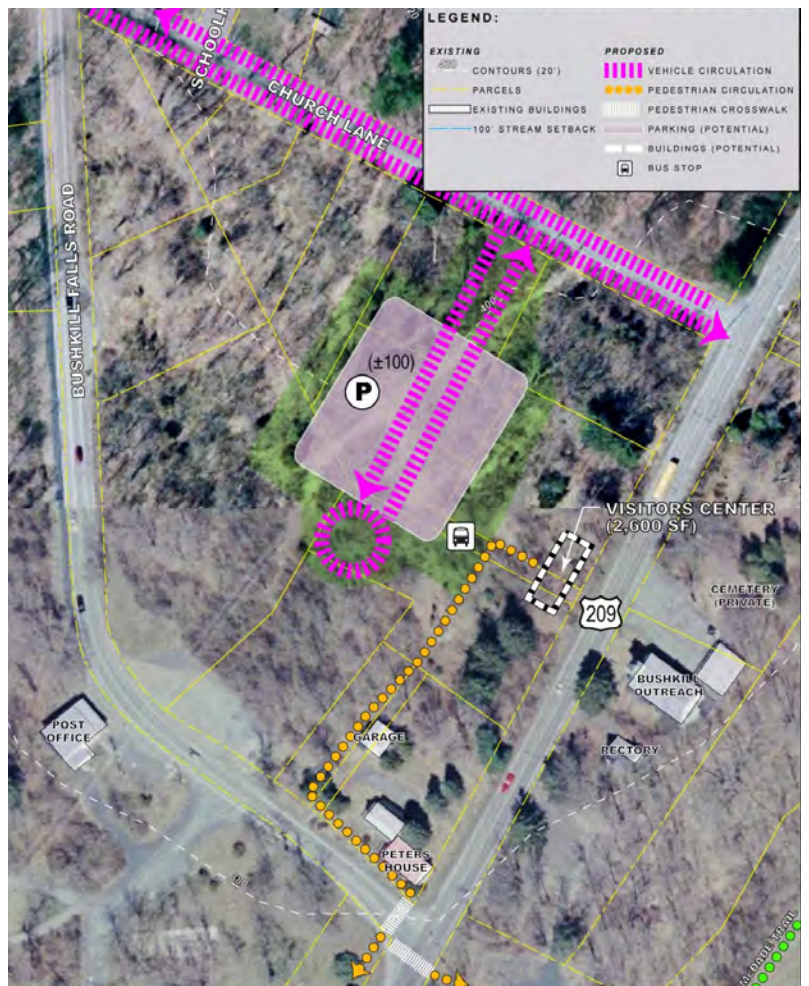


Fig. 2-98 Peters House Block—Alternative Study #1

Rehabilitation / adaptive reuse of existing structures was assumed to be a higher capital cost than new construction for a visitor center, given that the two options would be expected to meet the same modern functional and environmental compliance requirements.

A preliminary program for a new visitor center in Bushkill Village was developed for this Bushkill study to create an initial baseline for assessing all other development options. The program was developed using general program areas only – free from constraints of structural plans.

This approach allows any future design alternative studies for a new visitor center building and site improvements in Bushkill to be highly adaptable in terms of physical layout and phased development schedule, or perhaps never happen.

A vision to conserve Bushkill needs to acknowledge the possibility



that a future visitor center facility in this area would become a visitor recreation amenity and local civic anchor, and should be integrated with the village cultural landscape strategy.

A new visitor center anywhere in Bushkill, even as an adapted Meeting Center will require major development considerations, including:

- Access / Parking
- Water Service
- Sanitary wastewater treatment
- Appropriate commercial support facilities
- Utility / energy features
- Architecture construction / modifications

These considerations require an Environmental Assessment (EA) by DEWA, after a new visitor center is identified as a needed priority in an updated GMP. The analyses of the three blocks explore a wide variety of opportunities and constraints at each site.

The remaining privately-owned Turn Store is the most logical place to redevelop commercial services within the Village.

### *Comparison of “Village Blocks” for a Future Visitor Center*

#### Block 1 – Meeting Center

The Meeting Center is a former church structure and is probably the only existing DEWA structure in Bushkill with any potential to be adapted as a visitor center. The open meeting area might function similarly to the Dingmans Falls Visitor Center, but the projected volume of visitors will need to be significantly increased at Bushkill.

The existing structure is in a historic flood plain with insufficient parking. A new, modern on-site wastewater treatment facility may not be feasible here. An expanded parking area, if created, should be sited behind the building. Any additions to the Meeting Center structure should relate to the strong gable roof lines of the existing architecture.



**Fig. 2-99 The Dingmans Falls Visitor Center** is a small NPS facility located approximately 15 miles north of Bushkill, and a mile west of US Route 209, at the base of the Dingmans Falls gorge. The facility is open during non-winter months.



**Fig. 2-100 The Bushkill Meeting Center** — serves as a seasonal DEWA visitor center facility in Bushkill.



**Fig. 2-101 The Bushkill Meeting Center (visitor center) site**—is located on the northbound side of US Route 209—an advantage to traffic planning for a majority of visitors entering the park from the south. The existing parking area is limited.





**Fig. 2-102** *The open area directly north of the Turn Store is a potential location for a new visitor center facility, but the use would preclude the current use of the “village green” space at the corner of US Route 209 and S.R. 2001. This location would require northbound visitors to turn left across both highways to enter the site.*

## Block 2 – Turn Store

The Turn Store is privately-owned. Future DEWA ownership of this site is not expected. The Turn Store building is the only existing Bushkill Village structure with a realistic potential to re-establish commercial services in this vicinity of DEWA. Adapting this storefront structure as a new visitor center facility would preclude commercial uses that are identified as a priority in the current GMP.

A new visitor structure could be built directly north of the Turn Store as an architectural device to continue the scale of the former store front facades along Route 209. The visual line of existing covered porches on the Turn Building could be continued in a new structure.

This concept supports Lehman municipal “infill” planning goals, but would require new parking spaces behind the new structure and eliminate open public space that is now used as a public square and visitor amenity near the train platform. New septic service would be required out of the flood plain, possibly across Bushkill Falls Road.

## Block 3 – Peters House

The Peters House is the most significant historic artifact within Bushkill Village. Adapting the structure as a visitor center facility would diminish its historic integrity and subject it to intensive wear and tear—even if the facility program could fit within the structure.

A new visitors center structure could be located directly west of the Peters House – using an appropriate scale and design, with parking in the rear and access from Church Lane. Such a new structure could be set close to Bushkill Falls Road and visible from US Route 209.

This strategy supports the concept of re-using previously disturbed village properties within the block bounded by US Route 209, Bushkill Falls Road and Church Lane.

The distance between a new structure and the Peters House should clearly define the historic landscape perimeter of that national register resource. Architectural cues could be borrowed from previous Bushkill Village buildings—in, scale, style and details.



**Fig. 2-103** *The Peters House—could be conserved by incorporating it by adaptive reuse design into a new visitor center located directly west of it and visible from US Route 209. The new traffic signal and turn lane at this location improves potential access to the Peters House block via Bushkill Falls Road and Church Roads.*

## 2.4 Conservation

### Methodology

Conservation is a primary goal for DEWA, DCNR, Pike County, Lehman Township, and most partners involved in Bushkill Village. Information from each jurisdiction was assessed with the understanding that DEWA authority takes precedent within these federal lands, except for potable water and sanitary issues, which must comply with state regulations.

The overlapping elements of recreation, conservation, and environmental education are reflected throughout the DEWA GMP, which guides all stewardship actions in DEWA.

This **BVCS** addresses the three major resource types as defined by the GMP and identifies opportunities with allied partners to conserve Bushkill Village resources.

### DEWA Resource Management

The GMP describes the approach to DEWA resource management:

*"The General Management Plan identifies three resource categories that are essential components of the Delaware Water Gap landscape - natural resources, cultural resources, and scenic resources.*

**Natural resources** will be managed to ensure their preservation.

**Cultural resources** will be managed to protect and preserve the broad patterns of human occupation.

**Scenic resources** will be managed to perpetuate the mosaic of color, form, and texture that has resulted from a unique blending of natural and cultural resources within the Delaware Valley."

The GMP describes detailed directives for resource conservation. Sections of the GMP are quoted in this chapter, with excerpts in **bold** typeface that are considered particularly relevant to Bushkill Village.



**Fig. 2-104 Bushkill Falls is privately-owned conserved lands**—located directly upstream on the Little Bushkill Creek from Bushkill Village. The owners work cooperatively with LT and DEWA to conserve water quality and native habitat along this steep and dramatic riparian corridor.



**Fig. 2-105 Dingmans Falls**—within DEWA. The fragile riparian ecosystem is conserved and accessible to visitors via a system of boardwalks and trails that lead to a dramatic series of falls. These treatments present an established palette for potential future railroad trail improvements in Bushkill Village.

## **DEWA Conservation Management Policies**

- *Disperse visitor use areas to reduce crowding and traffic congestion, and by providing for a variety of uses in ways that do not infringe on the rights of other visitors.*
- *Convey better orientation information to visitors so that they know about recreational opportunities, and interpretive programs will be improved to foster an appreciation of natural and cultural resources.*
- *Activities that potentially affect local communities will be coordinated with individual township or county jurisdictions. Cooperative agreements and compensation will ensure adequate services to protect visitors and area resources.*
- *Surveys will continue to be undertaken to identify adverse effects of visitor use on natural resources, and research will continue to be conducted to provide a broader scientific basis for the management of natural resources.*
- *Cost-effective facilities have been planned to meet visitor and management needs in the most efficient way possible. Facilities will be judiciously expanded for both water-oriented and land-based activities.*
- *The functions of numerous roads and highways throughout the recreation area have been evaluated. Key entrance points will be designated for visitors to reduce traffic congestion in local communities, and roads that are no longer needed will be closed and returned to a more natural appearance.*

## **Natural Resources**

DEWA GMP states:

*"The outstanding values of the Delaware River that qualified it for designation as a scenic and recreational river will be preserved.*

***Future visitor use activities and new facilities that could affect water resources will be carefully evaluated.*** Existing high water quality levels will be monitored and maintained or improved. The National Park Service will continue to consult with the Delaware River Basin Commission and other appropriate federal, state, and local agencies to ensure that its actions enhance water quality and that water pollution is prevented.

*"Vegetation types vary throughout the national recreation area. Successional and mature forests will be managed to perpetuate native species. However, **exotic species will be allowed in historical, recreational, and cultivated open areas, as a reflection of visual and other aspects of past human use.***

*"No plants or animals on the federal endangered or threatened species list have been found to permanently reside within the national recreation area, although the valley is within the range of some species (for example, the peregrine falcon has been sighted during its migration periods, and bald eagles use the valley as winter habitat). The National Park Service will continue to conserve ecosystems that support these species to allow every opportunity for their return.*

*"Fish and wildlife will continue to be managed as a cooperative endeavor with New Jersey and Pennsylvania. Efforts will be made to maintain populations for recreational hunting and fishing, viewing, study, and overall ecological value. **Stocking of artificially reared fish and wildlife by state agencies will continue; however, habitat manipulation or development will favor native fish and wildlife species.***

*"There are no mining operations within the recreation area, and there are no proposals for exploration or development. Because mining will*



*impair other resource values, and because it will adversely affect recreation potential and natural and cultural resource preservation, it will not be authorized.*

*“Extensive areas of the national recreation area are within the 100-year and 500-year floodplains of the Delaware River and its tributaries. The need to protect lives and property, and **the need to restore and preserve natural and beneficial floodplain values, have been considered for any new development in the floodplains.***

*“Ongoing natural resource research programs will provide a sound basis for management actions and will help prevent significant long-term adverse effects. Specific information about each of the research programs is contained in the “Natural Resource Management Plan” for the recreation area.”*

## **Cultural Resources**

*“The goal of cultural resource management will be to **ensure that cultural resources are protected when meeting recreation development needs.***

*“Archeological sites will be protected from pothunting and vandalism, and vacant significant structures will be protected from deterioration, vandalism, and arson. **Interpretive programs will be aimed at making the public more aware of the values of these resources,** and patrol and enforcement programs will be intensified.*

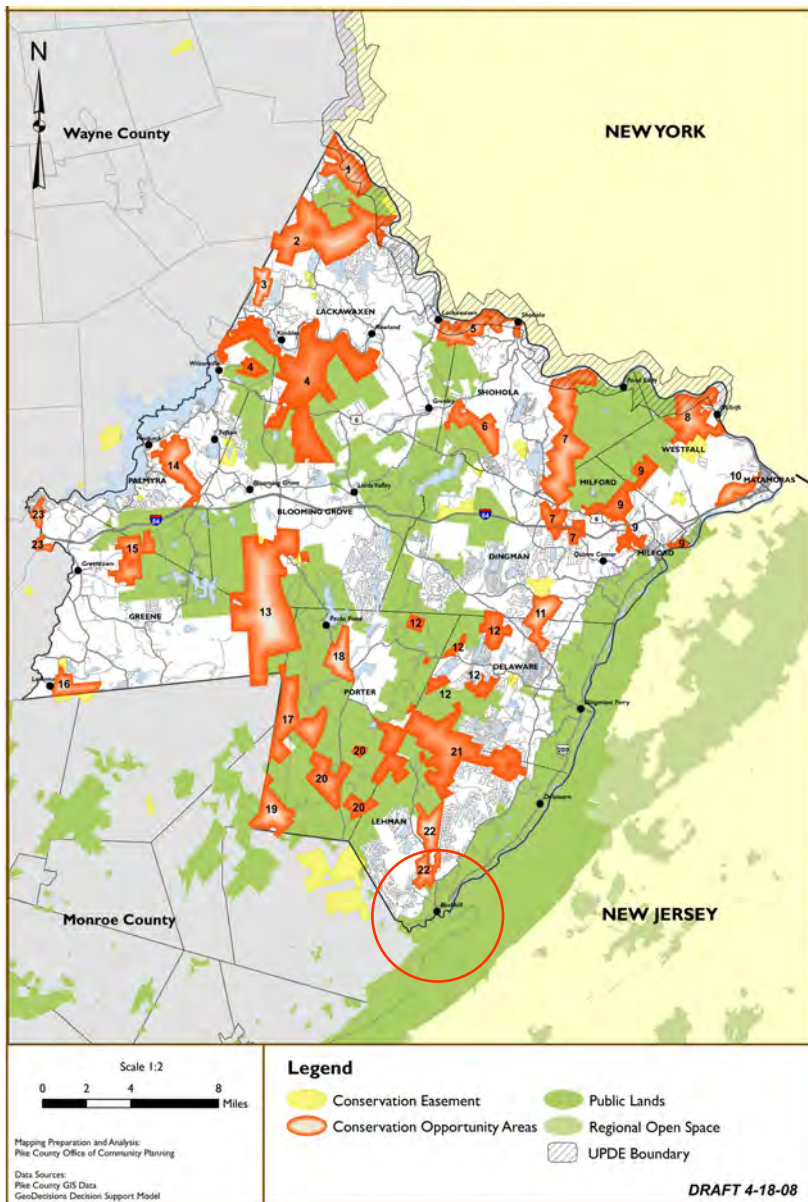
*“An archeological survey will be done to provide a more complete picture of the prehistory of the area for interpretive and management needs.*

*“Historic structures and sites in the recreation area have been inventoried, and **70 significant sites have been or are being entered on the National Register of Historic Places.***

*“A representative spectrum of these properties will be preserved to show how man has adapted to and changed the Delaware Valley landscape.*

**Fig. 2-106 Conservation Opportunities Map**—(opposite) The Pike County Open Space, Greenways and Recreation Plan shows locations of large open space parcels (in orange) that are priorities for public acquisition as conserved as open space. Many of the parcels are contiguous with tracts that are already public lands (in green) including significant areas of state forest land in Pike.. The parcels numbered 22 are directly above Bushkill Village in the Little Bushkill Creek watershed (circled) and are priority conservation opportunities for Lehman, Pike, and DEWA to protect downstream resources. DEWA collaborated on this mapping with Pike County.

**Fig. 2-107 A historic postcard of the former “swing bridge** over Bushkill Creek (opposite.) Many cultural resources remain in the Bushkill Village cultural landscape, a heavily-traveled section of the park that collectively presents multiple opportunities for recreation, conservation and education for local residents and visitors.



*“Some historic structures may be adaptively used for activities that are compatible with the purposes of the national recreation area, for example, interpretive or educational functions. Historic structures may also be used by private individuals under special use agreements or the historic property leasing program. Some non-historic structures may be removed after they have been evaluated.*

*“Historic structures that have direct interpretive value will be stabilized and restored. For example, Van Campen Inn has been restored and is available for interpretive use. At Millbrook Village interpretation will continue through the use of four historic buildings and other structures that have been moved to the site.*

*“Additional structures (for example, a mill) may be moved to the village to enhance the interpretive themes.*

*“Cultural landscapes will be retained by keeping vegetation and agricultural use patterns near historic structures. Outbuildings, farm support structures, and fence rows will be kept wherever possible to maintain farmsteads and existing landscape configurations.*

*“The landscape as a whole, as well as individual features, will be evaluated to determine if it is eligible for nomination to the National Register as a rural historic district. The Old Mine Road will be used for interpretation of historic development and growth of the area and for recreational purposes such as hiking and scenic driving.*

*“Uses of existing, privately-owned cultural resources that are compatible with the purposes of the recreation area will be allowed to continue. The National Park Service may seek to buy an easement from the owners to protect a site or a structure’s facade and its immediate surroundings, outbuildings, and vegetation. Significant properties may be acquired.”*





## Scenic Resources

*"To maintain the overall scenic landscape, objectives have been established for managing the unique blend of natural, cultural, and scenic features.*

*"The Delaware Water Gap landscape consists of mature forests, rolling hills of successional forests, open valley lowlands, lakes, and the Delaware River and its tributaries.*

***The scene that appears today is the result of more than 200 years of human use, including farming and logging. However, many of these uses have now ceased, and if some active landscape management is not undertaken, then much of the area will eventually return to mature forest, with the resulting loss of the scenic and historical mix of open land and forest.***

*"Some change in the landscape will be inevitable over the long term, but a landscape management program will be implemented so that the change is incremental rather than radical.*

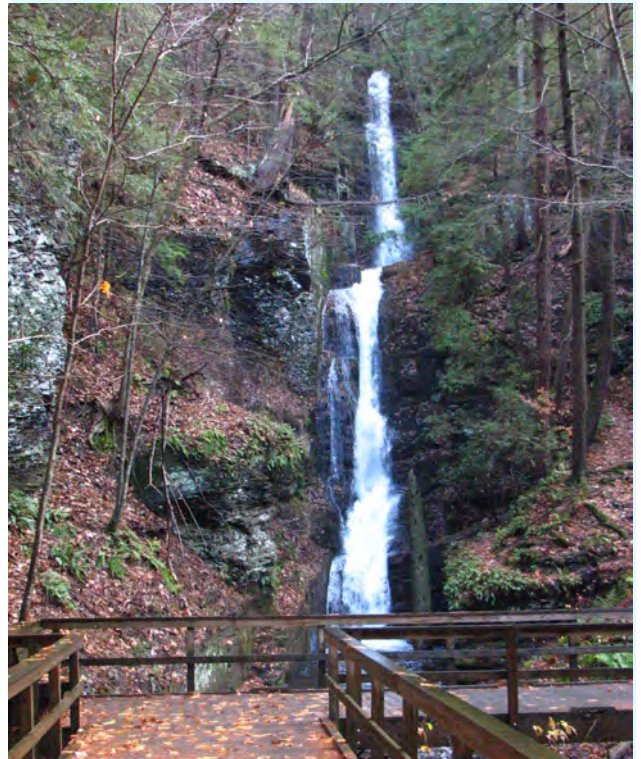
*The program will only apply to lands in the resource management subzone (approximately 56 percent of the recreation area). The mix of vegetation in this subzone will be managed to maintain approximately 20 percent open land, 40 percent productive forest, and 40 percent maturing forest. Management techniques will include farming and tree cutting.*

***"A landscape management plan will be prepared to identify specific strategies and management techniques for individual tracts of land. It will also identify rural historic districts and locations for scenic vistas.***

*Preliminary recommendations are that all existing open areas remain open and that additional lands that used to be open in the last 20 years or so be returned to that appearance. Forested areas will be further analyzed to determine which areas should be cut or allowed to mature.*

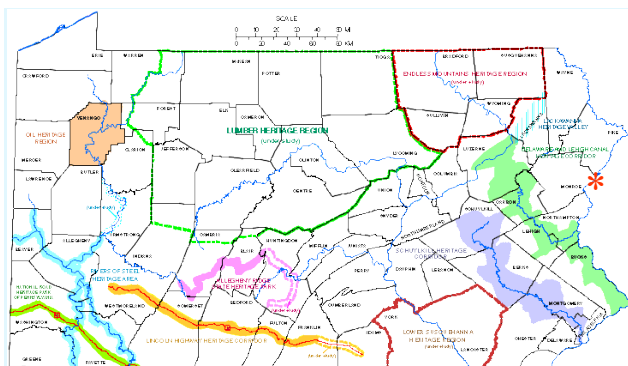


**Fig. 2-108** *Bushkill Creek today—a major tributary to the Delaware River within DEWA presents multiple visual and recreation opportunities in all directions from Bushkill Village center.*



**Fig. 2-109** *Many environmental resources within DEWA—are also major scenic resources (Dingmans Falls.)*





**Fig. 2-110 Map of the DCNR Heritage Parks areas—with the location of Bushkill Village identified (\*). The Pocono Forest and Waters “Conservation Landscapes” program includes Monroe and Pike Counties—both as vital Pennsylvania environmental heritage locations that were previously not eligible for this type of state assistance.**

**Fig. 2-111 Map of the DCNR CL areas—with the location of the Pocono Forest and Waters Conservation Landscape area and Bushkill Village identified.**

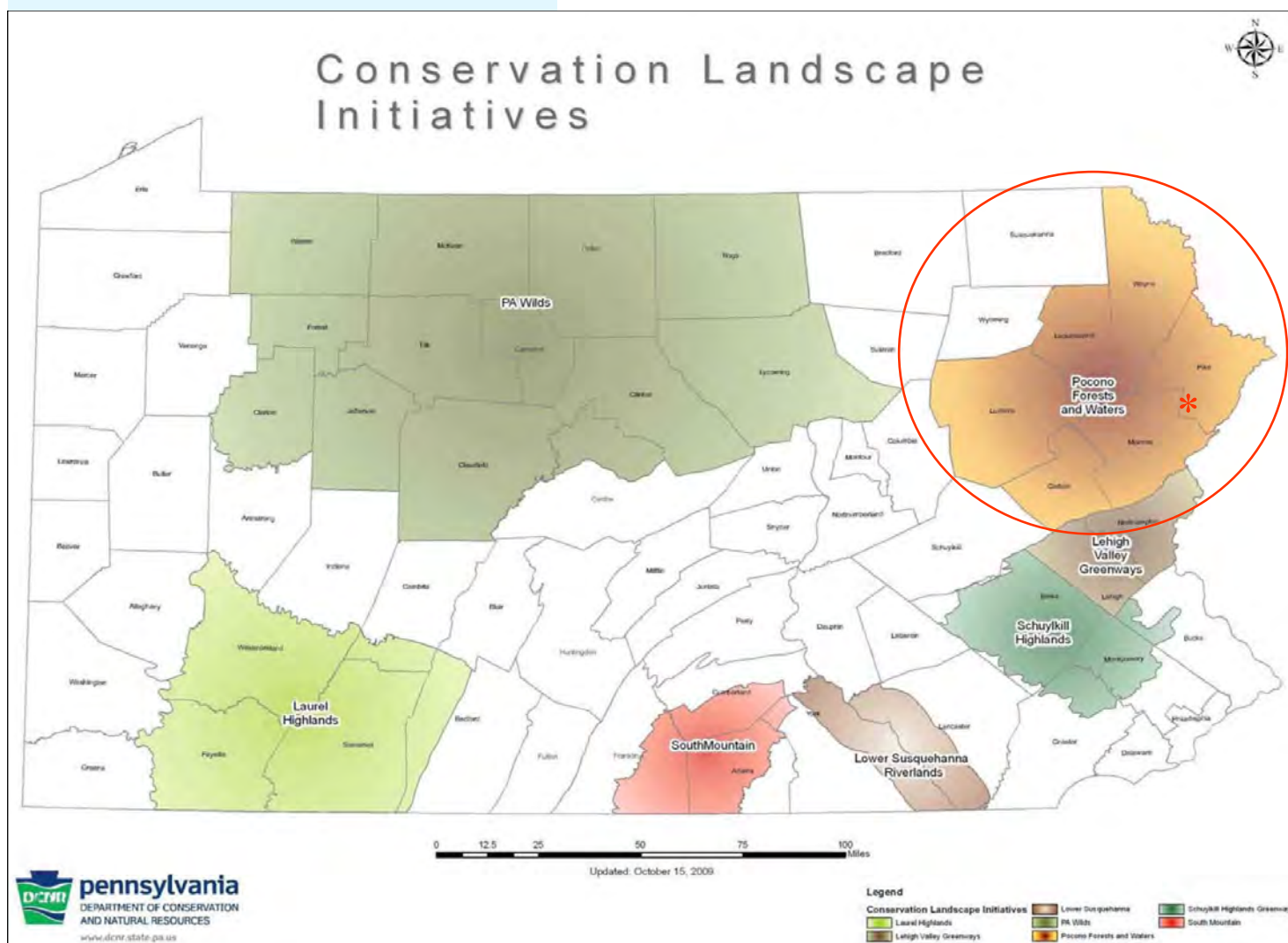
## DCNR Conservation Initiatives

### Conservation Landscape (CL) Program

In 2004, as an evolution of its “Heritage Parks” Program, DCNR began a new, integrated approach to the management, conservation and development of important landscapes throughout Pennsylvania.

By 2009, DCNR established seven Conservation Landscape (CL) regions, including: the Pennsylvania Wilds, Lehigh Valley Greenways, Laurel Highlands, Schuylkill Highlands, Lower Susquehanna, South Mountain and **Poconos Forests and Waters**.

These CLs are intended to create partnerships with communities, other state agencies; local governments; philanthropies; and non-profits to develop and advance landscape-specific conservation goals.



## *Pocono Forest and Waters—Conservation Landscape Program—DCNR*

The Poconos Forests and Waters (PF&W) landscape covers a six-county area in northeastern Pennsylvania as a region with two distinct environmental and cultural sub-landscapes.

The first landscape includes the cities, geology, and cultural history organized around the northern Anthracite coal field – Scranton, Wilkes-Barre, and Hazleton, and the watersheds of the Lehigh, Susquehanna, and Lackawanna Rivers. Despite increased revitalization efforts over the past two decades, these cities remain economically challenged after the collapse of the local mining and industrial sectors in the 1950s.

The second is a distinct region tied closely to the Delaware River that includes Pike and Monroe Counties. This “forests and waters” landscape has a tradition of tourism in the riverside and mountain communities. In recent years, both of these regions have seen increased development pressures.

Suburban sprawl is moving outward from Interstate 80 and 84 corridors that serve as feeder highways to the New York City metropolitan area. The Pocono Mountains region (officially four counties, including Carbon and Wayne) is historically known as a destination for outdoor recreation (skiing, hiking, and camping, etc.)

There is a concern within DCNR that recreation has developed haphazardly in this large region. The PF&W region was organized in response to these development pressures and the intent of this specific conservation landscape program is twofold;

- Increase land acquisition, preservation, and management;
- Connect existing distressed communities to recreational assets and leverage these connections for community and economic development.

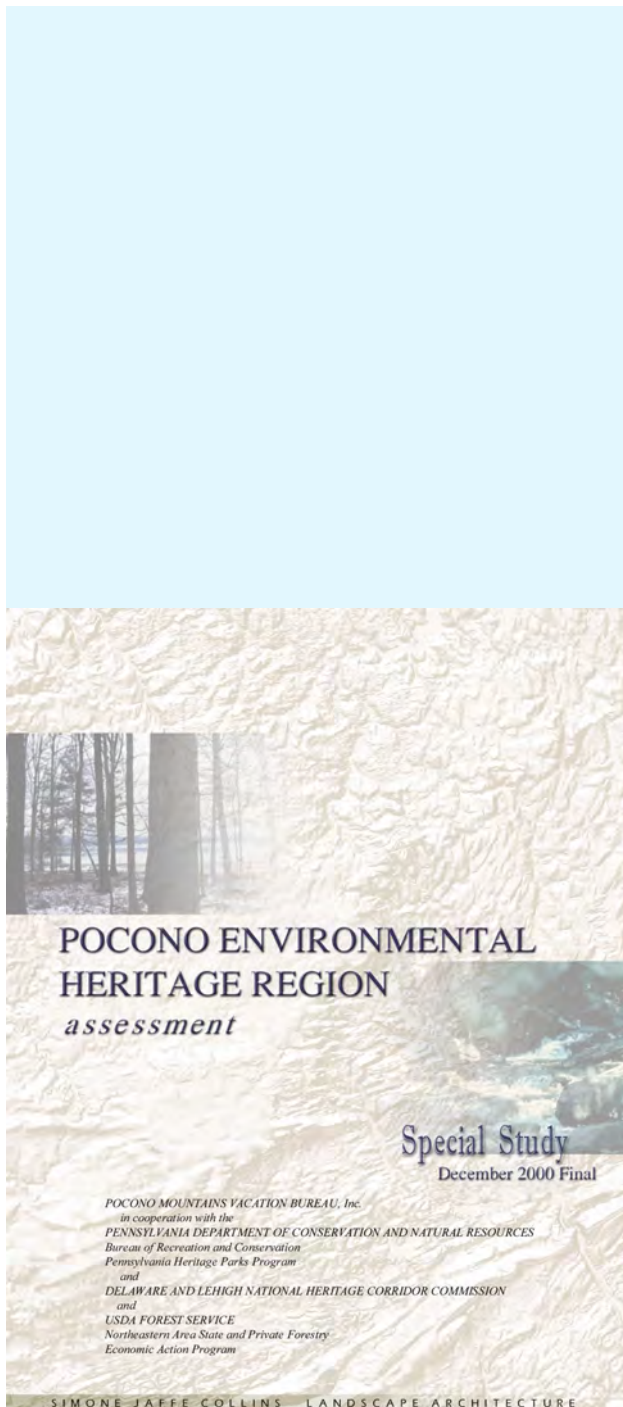
DCNR is a large landholder in the Pocono region, including approximately 55,000 acres of state parks and 111,000 acres of state forests.



**Fig. 2-112** *The DEWA National Recreation Area preserves and protects over 35 miles of the Delaware River valley—from the Delaware Water Gap, PA to near Port Jervis, NY. This section of the Delaware is also protected under the federal Wild and Scenic River Program, and is the keystone natural area of the Pocono Forest and Waters Conservation Landscape*



**Fig. 2-113** *The Delaware Water Gap is a national geologic landmark and the inspiration for the name of the national recreation area. The national Appalachian Trail runs the Kittatinny Mountain ridgeline on both sides of the Gap. This scenic vista is directly off I-80 and is the most heavily used DEWA Visitor Center, as well as serving as a canoe livery access area.*



**Fig. 2-114 The Pocono Environmental Heritage Region study**—was developed to assess the capacity of four counties in the Pocono Mountains region to become a Pennsylvania “Heritage Region.”

*The Poconos were not added as a new heritage region, but instead the study was used as a prototype to develop the DNCR Conservation Landscape Program - a regional, multi-partner approach to conservation that embraces the value of appropriate commercial activities to maintain the vitality of natural and cultural resources.*

*Few recreation locations in Pennsylvania offer the potential to attract and serve as many visitors as DEWA. Bushkill is a highly strategic location within DEWA.*

DCNR has designated the Pennsylvania Environmental Council (PEC), as its local, external managing partner to engage local partners such as land trusts, counties, local governments, and nonprofits to participate in the CL Program by offering grants between \$3,000 and \$25,000 to organizations for projects focusing on land, and water conservation and recreation planning.

The **BVCS** developed by Lehman Township, with DEWA and DCNR is a model partnership initiative that is designed to work within the framework of the PF&W Program.

### *Pocono Heritage Region Assessment Study, 2000*

This special DCNR-funded plan assessed the eligibility of the Pocono Region to become part of the DCNR Heritage Parks Program. The study was co-funded by US Forest Service; sponsored though the D&L Corridor Commission; and managed by the Pocono Mountains Visitor Bureau. The D&L Corridor was a project partner.

The report is a wealth of information and strategies concerning Pocono conservation, heritage tourism, recreation, and partner cooperation opportunities. Route 209 is identified as a “heritage route.”

The study prescribes the genesis concept for DCNR to create the Conservation Landscape Program—and specifically articulates the environmental imperative to conserve the “Pocono Forest and Waters.”

### *Ohiopyle Village Planning*

Ohiopyle Village was the subject of a major planning initiative, partially funded by DCNR, to partner with the local community to envision and develop a sustainable future strategy though a symbiotic relationship with the nationally-known state park.

The similarities between the Bushkill and Ohiopyle studies were consciously acknowledged, and resources from the DCNR Ohiopyle study were used to help the public envision the scope of possibilities in Bushkill.



## *DCNR Open Space Preservation Initiatives*

DCNR recognizes the importance of the fragile ecosystems of the Pocono Plateau by working with conservation organizations to acquire, preserve, and manage large parcels of privately-owned open lands for public use, including Monroe and Pike Counties.

Land preservation accomplishments in the Bushkill and Little Bushkill Creek watersheds are directly related and benefit Bushkill Village, DEWA, and the Middle Delaware National Scenic and Recreational River in terms of improved water quality and all the direct positive impacts that are delivered by protected water resources.

DEWA strongly supports initiatives by DCNR, conservation organizations, and municipalities to acquire and protect lands for public conservation and recreation that abut or are located on Delaware River tributaries that flow through DEWA in Pennsylvania.

DEWA supports the idea of developing appropriate and sustainable hiking trails within these watersheds – including the Little Bushkill, that can connect the national park to other publicly conserved lands.

## *Pennsylvania Natural Diversity Index (PNDI)*

DCNR manages the PA Natural Diversity Index, an online database of endangered species statewide. The system is used as a clearinghouse for planning and design projects to establish the level of likelihood that endangered species habitats may be encountered in a general area.

## **PHMC—Historic Conservation**

The PA Historic and Museum Commission is the state historic preservation office (SHPO) and responsible for managing resource data for all eligible state and federal historic resources.

The National Park Service is the primary manager for historic resource data in DEWA and cooperates with PHMC as a partner.

## **BUSHKILL VILLAGE CONSERVATION STRATEGY MEETS DCNR PF&W CLI PROGRAM GOALS**

### ***1. Identify and conserve important landscape areas for acquisition and easements to increase the public and private land base under conservation.***

Bushkill Village is identified as an important cultural landscape within DEWA by the Lehman Township community. The Township seeks to enter into an (easement) agreement to maintain the central village area as part of its municipal park system, under DEWA supervision. An operational agreement (required by DEWA and DCNR) will increase recreation opportunities and make this federal recreation land more accessible for all public users. Without municipal involvement, the Bushkill Village cultural landscape is a much lower priority in the overall DEWA GMP, and the initiative may languish.

### ***2. Facilitate local government decision-making to conserve land and revitalize communities.***

Lehman Township has taken significant actions to become an active partner in the conservation of the Bushkill Village cultural landscape – with steadfast support from DCNR and DEWA. LT has consistently supported conservation organizations to acquire privately-owned tracts of land within the Township to preserve public natural open space.

LT self-funded its municipal Open Space and Recreation Plan, with active DEWA and Pike County participation in the township process.

The Lehman community identified Bushkill Village as an important, under-utilized public recreation resource that is considered essential to its local heritage.

*continued...*

DCNR recognized the value of the Lehman initiative to prepare this **BVCS** and granted matching funds toward the federal planning funds.

***3. Engage the business sector to leverage financial resources and political will to enhance and conserve natural and recreational resources.***

This **BVCS** is a new model for all parties – LT, DCNR, and DEWA—based on cooperation between government agencies and non-profit businesses to create the planning justification and the political support for active conservation of this cultural landscape to better serve visitors and residents. New ideas have emerged to establish institutional and economically sustainable recreation resources as a product of this unique planning process. Both LT and DEWA have supported private interests to rehabilitate the Turn Store as critical to the Village revival.

***4. Improve community awareness of, and engagement in conservation and restoration of local natural resources.***

The Lehman community is highly aware of the creative and realistic potential to conserve Bushkill Village as a cultural landscape.

LT represents a rare proactive model in the Commonwealth for engaging federal, state and county partners in a conservation planning process to improve its local recreation and cultural landscape. Ohiopyle is cited as a western PA “counterpart” to LT.

Bushkill Village is a remarkable opportunity to establish a new environmental, cultural and social conservation model for DCNR in eastern Pennsylvania.

## DEP

Water quality issues and permits related to conservation improvements in Bushkill Village will be reviewed by a combination of the Pike / Monroe County Conservation Districts, the PA Department of Environmental Protection (DEP), and the Army Corps of Engineers.

## Pike County

### *Planning Commission*

The Planning Commission administers most conservation initiatives for PC. Representative of the PCPC served on committees to develop the *LT Open Space and Recreation Plan* and the **BVCS**. The PCPC manages the county open space program.

### *Route 209 Scenic Highway*

The PCPC identified Route 209 as a Pike County “Scenic Highway.” The Turn Store and Peters house are contributing resources.

### *Conservation District*

The PCCD is responsible for reviewing development proposals and ensuring project compliance with erosion and sediment control regulations, as well as review of federal NPDES permit applications, in collaboration with PA DEP.

## 2.5 Recreation

### Methodology

DEWA and DCNR recreation goals are highly aligned. Recreation resources and partnership opportunities were identified in this study for DEWA, DCNR, Lehman Township and other Bushkill Village partners. DEWA protocols for recreation development and management govern inside the park.

### DEWA Recreation Management

Detailed directives for recreation and visitor management are described in the DEWA GMP. Excerpts from the GMP are presented below, with sections in **bold** typeface that are considered particularly relevant to conserving the Bushkill Village cultural landscape.

#### *Recreational Uses*

*"The National Park Service will **encourage the widest possible range of appropriate recreational activities--from fishing and hunting, to hiking and bicycling, to scenic driving tours and crafts fairs.***

#### *Trail Use*

*"Trails will offer visitors day and overnight hiking opportunities, along with **new perspectives on natural and cultural resources.** The Appalachian National Scenic Trail will continue to be a primary resource for hikers.*

*"This [Appalachian] trail is open only to hiking, and vehicular access has been limited in the vicinity of the trail. **Trails for bicycling, horseback-riding, and hiking, will also be developed, and clubs and organizations will be sought to help develop and maintain the trails.***

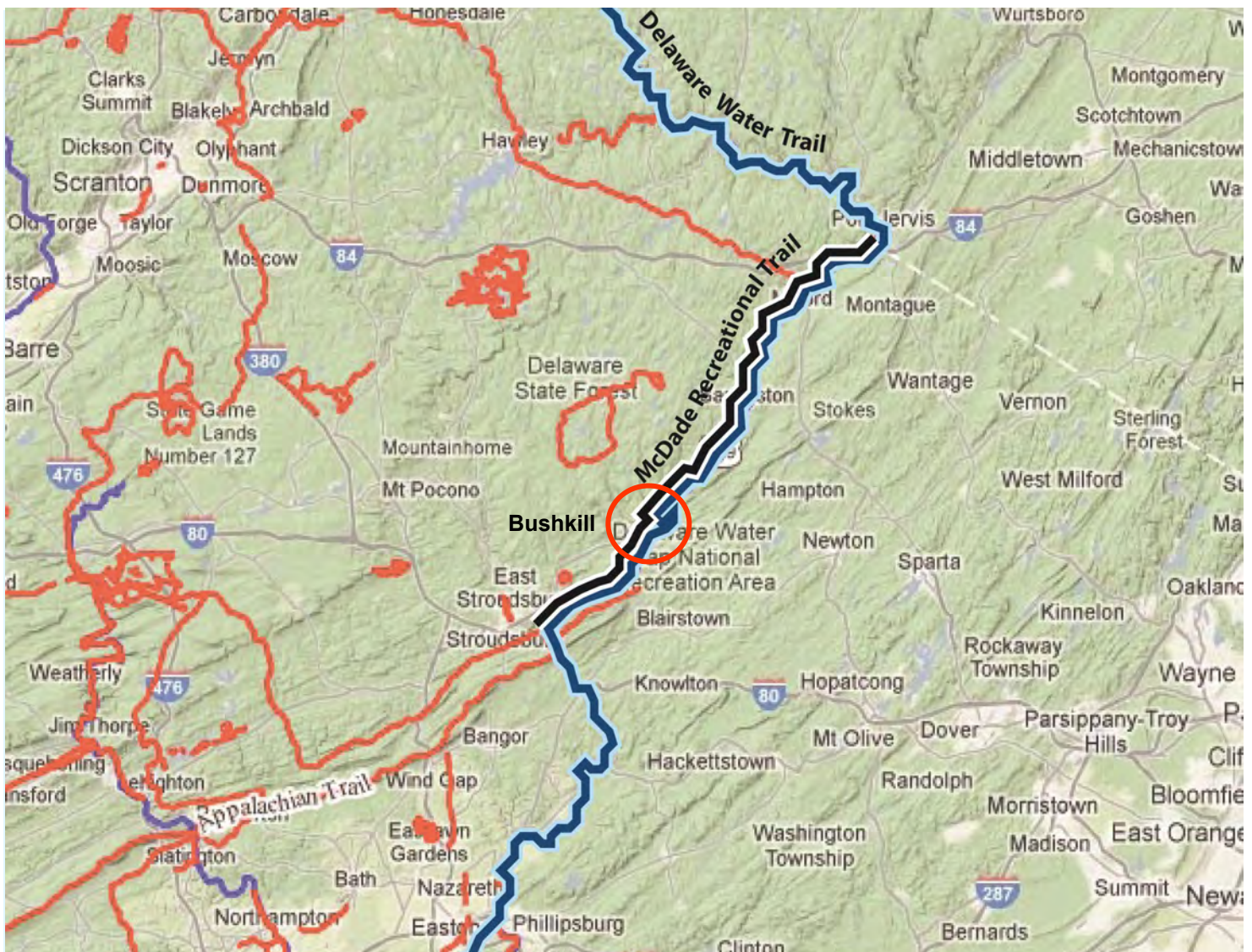


**Fig. 2-115** *The McDade Trailhead at Bushkill—heading north along the riparian farmed field behind Bushkill Outreach.*



**Fig. 2-116** *Bushkill Village is a geographic "hub" of ridges and valleys, with traces of many former roads and trails that exist now to be explored and enjoyed by the public.*





**Fig. 2-117 Northeastern Pennsylvania Trails—the DCNR Statewide Trails Map** (<http://www.explorepatrails.com/index.aspx>) shows the location of the McDade Recreational Trail within DEWA. The Delaware Water Trail also passes through Bushkill. If visitor support services are developed in Bushkill Village, a future water trail access point on the Delaware River can be created for boaters to walk into the Village.

## *DEWA Trails Plan & GMP Amendment (December 2001)*

*"This document is the final Trails Plan that describes the designated trail system at Delaware Water Gap National Recreation Area [DEWA]. This document is also a General Management Plan Amendment (GMPA) that replaces the section of the 1987 GMP that deals with trails.*

### History of DEWA Trails

*"Trails have always been an important part of [DEWA]. American Indians established footpaths as transportation routes through the river valley. European settlers capitalized on the existing transportation network already established by the American Indians, widening the footpaths into roads for horseback travel.*

***“The most famous and heavily used was the Minsi Path, which extended from Stroudsburg through Milford in the area of modern Route 209. This path aided European settlers and as settlements continued to grow, so did the transportation network.***

*“The land area now comprised by the park was fairly extensively developed prior to its designation as a National Recreation Area. The properties now encompassed by the park formerly contained a diverse range of development, including private residences, commercial recreational facilities, vacation homes and hunting cabins.*

*“The land acquisition for the Tocks Island project included many roads and old road traces as part of the new park. Many of the former residents relocated to nearby communities and continue to use the park.*

***“Local knowledge and traditional use has led to the development of numerous informal trails by which former residents continue to access favorite sites. These are the basis for the collection of trails that existed in the park prior to the adoptions of this Trails Plan.***

#### DEWA Trails System Goals

*“Because this GMPA focuses only on trails and related visitor use and facilities, goals for the trails system articulate in very specific terms the ideals the park will strive to attain.”*

*“The six trail system goals for [DEWA] are as follows:*

***“[1] Promote visitor safety and ensure the provision of high quality recreation experiences. Trails, facilities and services affect visitor safety and the quality of the recreational experience, whether provided by NPS or one of its cooperating organizations.***

**Fig. 2-118 Trailhead Costs** (below) —projections from the DEWA Trails Plan / GMP Update identify Bushkill as a major trailhead location with the potential to become a future visitor center. The Meeting Center was and still is used seasonally as a visitor center

Projected Trailhead Upgrade Costs							
Trailhead Name	EXISTING			PROPOSED			Cost*
	Surface Type	Parking Spaces	Comfort Station	Surface Type	Parking Spaces	Comfort Station	
ADA (Karamac)	dirt	6	none	gravel	6	none	4,660
Adams Creek	dirt	8	none	gravel	8	none	6,660
AMC Lot	gravel	30	none	gravel	30	none	7,200
Arrow Island	asphalt	18	none	asphalt	18	chemical	10,400
Blue Mountain Lake	gravel	20	chemical	gravel	20	chemical	5,700
Blue Mountain Road (at AT weather station)	dirt	12	none	gravel	12	none	16,340
Bride and Groom	dirt	3	none	gravel	3	none	2,330
Buck Lot	dirt	4	none	gravel	10	chemical	12,650
Bushkill Launch	asphalt	25	compost	asphalt	25	compost	2,700
Bushkill Visitor Center	gravel	40	water	gravel	40	water	4,300
Buttermilk Falls	gravel	20	chemical	gravel	20	chemical	5,700





**Fig. 2-119 The Pinchot Greenway “trail”** was developed by the Milford community and Pike County to create a pedestrian link between the McDade terminal trailhead at Milford Beach and Milford center and the historic headquarters of the US Forest Service at Grey Towers. The connection is a logical spur route from the McDade Trail and is a model for the Railroad Loop Trail suggested for Bushkill Village. Good signage is essential to establishing the identity and location of the visitor facilities. This Pinchot Greenway sign at Milford Beach was approved by DEWA.

*“[Provide] convenient park trails and facilities that do not harm or infringe upon park resources, and services and interpretive opportunities that are available when visitors need them are important to enjoyment of the park. **Also important is provision of a diversity of trails and facilities that provides a range of uses for various levels of expertise and interest of park visitors.***

*“[2] Promote a system configuration that will minimize resource impacts. Understanding both the impacts that individual trails and multiple networks have on the natural, cultural, and scenic features is critical for future preservation of park resources. Provision of a system that balances the number of trails and their various uses with protecting significant park resources is important.*

*“[3] Protect park resources through a planned program of trail construction & maintenance. Investing appropriate time, funds, staff and volunteers will be essential for the long-term success of the new trail system. Developing standards, setting priorities and coordinating management activities will ensure that resource impacts are minimal and funds are used in a cost-effective manner.*

*“[4] Recognize and minimize potential conflicts among user groups. People using the park’s trail system have different needs and expectations. Often uses are seen as competing rather than cooperative. Good trail design and an educated user will increase satisfaction in trail experiences.*

*“[5] **Encourage cooperative partnerships with volunteer organizations, adjacent landowners, municipalities and other government agencies.** [DEWA] and a number of non-profit entities, public bodies, civic groups and private sector interests have common goals for enhanced recreation and interpretation. Existing partnerships for trail development and maintenance have aided all partners in achieving their goals. Enhancing such partnerships and developing new ones will be fundamental to the success of the new trail system, and to bringing the associated benefits to the public. Like all national park areas, [DEWA] struggles to find human and fiscal resources to meet the increasing needs for protection of*



resources and to fulfill the expectations of its visitors. **Partnerships that benefit all parties will address the problems of insufficient means and increasing demands.**

*"[6] **Provide educational opportunities that offer visitors new perspectives on natural and cultural resources.** Visitors have better experiences in a park when they understand the importance of its story and resources. Information, orientation, interpretation and education are park activities that help visitors discover the most significant meanings to them and that help them make connections between the tangible resources of the park and the intangible values and meaning that resources represent."*

#### Alternatives for the new [DEWA] Trail System

**\*\*Alternative B: Multiple Linking Network** *This alternative, the park's proposed plan, would designate a park-wide trail system that would define an overall scope of trail development within the park. Alternative B represented the full potential for trail development in the park within known environmental and resources protection constraints. This alternative would double the amount of present park trail miles and provide the greatest opportunities for hiking, biking, cross-country skiing, and equestrian activities. Trails would be organized into four individual networks: the Appalachian, Country Road, Gap View and **River Valley**. Visitor experience and natural features determined each of these networks with connections to each other and various trail opportunities outside the park.*

***"Comfort facilities, signage and interpretation would be expanded as formalized trailheads were developed."***

#### DEWA Trails Priority and Phasing

\*Priority 1

*"Based upon present and projected use and available funding, **the Joseph M. McDade Recreational Trail (MRT) and associated trailheads should take the highest priority** for improvement and new construction. All trails and trailheads connecting the MRT would follow this development. Establishing the MRT as the highest priority*

### **DEWA Trails Evaluation Criteria**

(applied to new trails)

- Trail can provide for more than one use
- **Trail can be linked with others to form a loop**
- Trail is a premier location for a specific use
- Trail avoids sensitive areas such as rare, threatened or endangered habitats or archaeological sites
- **Trail connects or leads to natural, scenic, cultural or historical resources**
- Trail provides an opportunity for education and resource interpretation
- **Trail provides users with a sense of the park**
- Trail requires low maintenance
- Trail or adjacent facilities requires no new construction
- **Trail has existing facilities along or nearby**
- **Trail can be maintained by a cooperative group"**



**Fig. 2-120** The contact station” at the southern US Route 209 entrance to DEWA (one mile south of Bushkill) —might be considered as a potential trail spur link to the McDade Trail in the future.

will help to **manage the concentrated use on the PA side of the park, offering a safe recreational trail experience while guiding use, and helping to protect the parks natural and cultural resources from uncontrolled visitation.**”

\*Priority 2

“The Country Road Trail and associated trailheads in New Jersey would be the next priority for improvement and new construction. This will provide an opportunity for an extended recreational trail experience in a rural setting from Millbrook Village to the northern park boundary. Improvements to the Appalachian National Scenic Trail and associated trailheads, where necessary, would also be a high priority.

\*Priority 3

The remaining connector trails would be developed according to park needs and local support. As construction of connector trails proceeds, the park staff would encourage and support extensions to other projects beyond the [DEWA] boundaries.”

## DEWA Trail Descriptions

### **McDade Trail**

“Description: A 32 mile crushed gravel trail for biking, hiking, and cross-country skiing which parallels U.S. Highway 209 and River Road. The trail will provide a continuous connection between the northern end of the park at Milford Beach and the southern boundary of the park. This trail will provide a major biking, hiking and skiing route the entire length of the park. It passes through historic farmlands, apple orchards, pine plantations, and shale quarries. **The trail connects most existing facilities and frequently visited trails on the Pennsylvania side of the Delaware.**”

“Access & Facilities: Parking and restrooms at Hialeah, Smithfield Beach, Turn Farm, **Bushkill Visitor Center**, Bushkill Launch, Toms Creek, Eshback, Mill Creek, Hornbecks, Adams Creek, Zimmermann, Shanna and Milford Beach **Trailheads.**”

*“Improvements & Maintenance: Sections of old road traces will be surfaced with crushed gravel along with 18 miles of new construction.”*

**Railway Avenue Trail** (Pike County, PA - River Valley Network.)

*“Description: **An existing 0.5 mile hiking trail in Bushkill Village,** which is located on an abandoned asphalt road and railroad spur.*

***Due to the tabletop flat topography, the trail is ideal for mobility impaired and wheelchair bound users.** Dense hardwood tree cover with intermittent expanses of open field and marsh areas surrounds the existing roadbed. **The area is favored for birding and frequented in the fall for the abounding colors.”***

*“Access & Facilities: **Parking needs to be developed.”***

*“Improvements & Maintenance: The trail will need little maintenance and few improvements. The blacktop roadway surface is in relatively good condition and the railroad spur has a good base of crushed stone with little or no erosion.”*

## DCNR Statewide Trail Plan Map

DCNR maintains a statewide map of all major public trails in the Commonwealth. The McDade Recreational Trail is identified a major Pennsylvania trail within DEWA.

## Bushkill Village: a Major DEWA Trailhead

### *McDade Trail*

Bushkill Village is a major trailhead location for the McDade Trail, whether or not a future visitor center is built. The trail alignment runs parallel to US Route 209 in Bushkill Village, and the only missing link in this segment is a new trail bridge to be constructed over the Bushkill Creek, directly east (downstream) of the US Route 209 bridge. Until the new bridge is completed, the shoulder of the US Route 209 bridge serves as the trail connection. Visitor parking at the Bushkill Meeting Center currently provides user access to the trail.



**Fig. 2-121 Railroad Avenue** (located in Middle Smithfield Township) is designated as a walking trail in the DEWA Trails Management Plan and offers a great potential to become a link in a segment of a Bushkill Village walking “loop” trail that can connect via historic rail grade to the main portion of Bushkill Village in Lehman Township.



**Fig. 2-122 The former Railroad Right of way (above)**—can be developed as a loop trail through Bushkill center via trail improvements that cross the little Bushkill.





**Fig. 2-123 Orientation / directory / feature signage**—needs to be limited within the national park. Above is the former sign to Bushkill Falls at the intersection of Bushkill Falls Road and US Route 209.



**Fig. 2-124 and Fig. 2-125 Historic images of the former gas station Route 209.** (both above)



**Fig. 2-126 The former Gulf Station**—is identified by DEWA and the Bushkill community for adaptive reuse as a Trail Center—to be managed by a concessionaire to provide bicycle rentals, service and convenience services to DEWA visitors. The existing structure is located directly adjacent to the McDade Trail and is important to a Conservation Landscape strategy with DCNR in Bushkill Village.

The McDade Trail passes adjacent to the DEWA Meeting Center and the former gas station building on the south side of Bushkill Creek and links to the intersection of US Route 209 and Bushkill Falls Road, before running north along the edge of a farmed field behind Bushkill Outreach.

## *General Trailhead Expectations for Bushkill Village*

### Parking

Random parking throughout Bushkill Village may suffice in the short term, but trail use is anticipated to increase significantly when the new McDade Trail bridge is completed over the Bushkill Creek and as Bushkill Village grows as a preferred location to embark on trail excursions.

Parking and roadway access will likely need to be formalized in specific areas—as per the GMP. A DEWA and LT priority parking location is the open gravel area south of the Turn Store to serve trail, transit, and other park users. DEWA may consider other locations.

### Shelter

There is currently no shelter from rain or sun in the Bushkill Village area of the DEWA. The only cover is the existing front porch of the privately-owned Turn Store and the entry roof of the Meeting Center. Trail users will expect canopy shelter, at a major trailhead site.

The **BVCS** suggests several multi-use canopy structures locations, including a train station platform pavilion, a mill pavilion, and farmers market / transit station pavilion.

### Picnic

Increased picnic tables, trash / recycling containers and benches can be considered throughout Bushkill Village, especially after a LT-DEWA maintenance agreement is executed.

### Potable Water

A drinking water source is a basic amenity that is important at a major park trailhead. This service will help reduce the need for

visitors to drive a vehicle from this location to access water. Public water supply may be considered as a seasonal service.

### Convenience Commercial / Food Service

The Turn Store and the former gas station are the keys to fulfilling the DEWA GMP goal of maintaining appropriate commercial support services for visitors and travelers within Bushkill Village. Supplying basic convenience commercial needs in Bushkill can help DEWA significantly reduce additional vehicular trips through the park – especially during peak visitation periods.

### Equipment Service / Rentals

The Turn Store and the former gas station hold the potential to provide bicycle rental and repair services; water recreation craft rentals; fishing licenses and bait sales; ice skate rentals; and other appropriate recreation opportunities for Bushkill Village users.

### Interpretation / Information

A great potential exists to inform and educate DEWA users in Bushkill, by expanding the existing NPS signage system into a comprehensive village-wide, self-guided educational and directional signage system. When accomplished well, this type of amenity adds to the “destination” status of a place – especially at a major trailhead.

### Transit Station

DEWA policy ensures that transit service within the Park will serve recreation users, not commuters. This conservation strategy focuses on park transit improvements that are integrated with other recreation and interpretive facilities, so that they may be developed in cooperation with transportation, cultural, and recreation improvements.

### Future Visitor Center

A visitor center at Bushkill Village is a facility that will not be realized until it has been vetted through a new GMP public planning process.

This **BVCS** considered the possibilities of a future visitor center



**Fig. 2-127 The Turn Store**—remains a significant cultural and scenic resource in Bushkill. DEWA and Pike County both have the jurisdictional capacity to acquire scenic easements to conserve the façade of this important heritage resource. A scenic easement might be one part of a multi-partner strategy to adaptively reuse the store.



**Fig. 2-128 The partnership between DEWA and Monroe County Transit Authority**—to provide free bus shuttle service is the new strategy to serving the growing visitor population within DEWA. The shuttle service helps disperse users throughout the park without additional cars on the park roads. The McDade Trail will also help disperse users inside DEWA with less car travel.

## ***Goals for Bushkill Village Conservation***

### ***Fulfill NPS Mandate***

*Bushkill Village conservation alternatives were developed to fulfill the NPS mandate that these federal resources be “preserved and protected for future generations.”*

### ***Comply with DEWA GMP***

*The GMP was used as the basis to assess alternative land uses at Bushkill. Many potential uses were identified, including some that were not acknowledged in the 1987 GMP (eg; future visitor center.)*

### ***Integrate Land Use and Transportation***

*Various land use alternatives were studied with their likely transportation demands on Bushkill Village. Parking limitations, transit service, and their importance to the cultural landscape were primary conservation goals.*

### ***Feature the Cultural Landscape***

*The layers of history at Bushkill were considered as a unifying theme and the basis for future conservation investments.*

### ***Engage in Local Partnerships***

*Engaging funding partners was considered an essential criterion for selecting realistic conservation alternatives for Bushkill.*

### ***Consider Future Needs***

*Potential future components were acknowledged in the planning process, even though they may not be considered DEWA priorities at the time of the study.*

### ***Employ “Green” Strategies***

*Conservation of the Bushkill Village cultural landscape is based on best management practices (BMPs) and sustainable. “green” opportunities.*

facility and suggests rehabilitation alternatives that preserve the options to develop a future Visitor Center in Bushkill.

### ***ADA accessibility***

Currently, the Meeting Center main room is ADA accessible, as are all three rest stations in Bushkill. No other provisions exist at any other Bushkill buildings to serve ADA-dependent populations except the old schoolhouse that serves as the DEWA archives.

### ***Related Recreation Options***

Visitors to a Bushkill Village cultural landscape will expect resources and activities that are comprehensively planned, developed and delivered to maximize the recreation opportunities and visitor experiences at a major DEWA location. These will include recreation and education experiences that are appropriate for the national park venue. Bushkill has potential to deliver a much wider variety of visitor services than are currently available.

## **DEWA Visitor Services**

### ***Existing Visitor Services at Bushkill Village***

Existing visitor services at Bushkill (beyond trails / trailhead facilities,) includes:

#### ***Bushkill Meeting Center Building***

The existing Meeting Center building is a former church that is used by NPS as a seasonal visitor service facility and meetings. The facility is not regularly staffed or open to the public year-round. A separate room inside the Center was operated as a part time souvenir store by the Friends of Delaware Water Gap. Limited parking is available on the north and south sides of the building.

#### ***Parking***

Small, informal public parking areas are located in several places throughout Bushkill Village, including: south of Turn Store, east of the Post Office, and south of Bushkill Outreach, and several spaces at the



Peters House. The parking at the Bushkill Meeting house is more articulated than other locations within the Village.

### Rest Facilities

Two, no-flush rest facilities are located on the north side of the Meeting Center Building. A third no-flush facility is located north of the Turn Store near the historic train station platform, with vehicular access from Bushkill Falls Road. These may be closed during cold weather.

### Picnic Areas

A small number of picnic tables currently exist in the “village green” lawn area maintained by DEWA, north of the Turn Store.

### Transit Linkages

The open gravel (parking) area located directly south of the Turn Store is currently used by DEWA as the summer bus shuttle transfer station. Locations and service will likely be modified in the future.

### Interpretive Exhibits

Limited signage currently exists at the Meeting Center and on Railway Avenue.

## Recreation Opportunities in Bushkill Village

### *Other Potential Trails at Bushkill*

#### Railroad Walking Trail

Developing a new “Railroad Trail” along the historic grade is a major recreation opportunity for Bushkill Village that can serve many user types, including disabled populations—as described in the GMP.

The trail can originate at the train station platform in the center of the public green space and cross the Little Bushkill Creek via new DEWA trail bridge on the former RR bridge abutments—to connect to the southern section of former rail grade that intersects with the DEWA



**Fig. 2-129** *The standard DEWA rest facility is a precast concrete waterless toilet that requires regular pumping. Bushkill Village has three of these units.*



**Fig. 2-130 Creek Road looking north (toward US Route 209)** The DEWA roadway bridge should have a sidewalk facility installed on the upstream side when it is replaced.



**Fig. 2-131 Creek Road looking south (from US Route 209)**—The old mill foundation (on the right) is a proposed interpretive pavilion location in the Village that will serve fishing enthusiasts, railroad trail users and cultural education purposes.



**Fig. 2-132 The Bushkill Creek** is classified by the state of Pennsylvania as a HQ—high quality waterway and the Little Bushkill Creek is classified as EV—exceptional value waterway at their confluence in Bushkill Village. The view of the fly fisherman in the Bushkill is directly adjacent to the Bushkill Meeting Center (visible on the left).

Railway Avenue Trail—designated in the GMP.

The construction of the rail grade allows it to be efficiently modified as a walking trail of similar scale as the McDade Trail, but with a consistent ADA-accessible gradient. A short section of boardwalk trail will be needed to traverse a wetland area on the south side of the creek, and after environmental clearance, this segment will become an important ADA-accessible wildlife observation amenity.

Developing this trail will enable Bushkill visitors to park in existing areas near the Turn Store and the train station platform and gain easy access to the walking trail from the village center.

A RR Trail “loop” can be created continuing the rail-trail to where it meets Creek Road, and then creating a trail segment that parallels Creek Road to turn back north and use the Creek Road bridge to cross the Little Bushkill. This road bridge will eventually need to be replaced by DEWA, and the new bridge should have a sidewalk added to the upstream side of the new span at that time. The walking loop would then return past the mill and Turn Store to the Train Station platform.

### Little Bushkill Trail

The Little Bushkill Creek is one of three major environmental corridors where tributaries join the Delaware River within DEWA boundaries. These corridors are identified by Pike County and DEWA as conservation priorities to be protected, and may ultimately be developed with hiking trails. Bushkill Village would be the eastern trailhead for such a hiking trail up the Little Bushkill Creek watershed.

### *Fishing*

Bushkill provides direct public access to the Bushkill and Little Bushkill Creeks within the village center. Both are highly popular, stocked trout streams. Fishing access to the Delaware River is possible via short hike from the village center. Angling on either Bushkill Creek requires a Pennsylvania fishing license. Fishing from the Pennsylvania bank of the Delaware requires either a PA or NJ license.

## *Ice Skating*

Ice skating is a winter recreation activity enjoyed historically by Bushkill residents on the mill pond in the village center. The graded depression of the mill pond and earthen dam rim still exist in a condition that can allow seasonal flooding of a shallow-depth “pool” for use as a skating pond. This “retro” recreation use will need engineering analysis and environmental clearance from DEWA before skating activity could begin.

Maintenance and management of the pond as recreation facility could be an element of the LT-DEWA operational agreement for Bushkill Village. The winter activity has an appeal to local residents who will be nearby and more frequent users in the low-visitation winter months.

Skating is a benign, “environmentally-based” winter recreation activity and appropriate for a national recreation area – especially when it can restore a former cultural use to an original landscape feature. The skating activity would be supported by resumed commercial services in the Turn Store, and perhaps associated with “open-air” winter social activities that can take place in pavilions to be built at the sites of the adjacent mill and train station.

## *Birding*

The GMP identifies the Little Bushkill area as a bird watching location within Bushkill Village. Recreation improvements proposed for Bushkill Village will support and serve as an accessible education and observation “base camp” location that includes the mill pavilion, the train station pavilion; and the Railroad Trail / bridge over the Little Bushkill Creek.

## *River Access*

Bushkill Creek is the most direct access to the Delaware River from Bushkill Village center. Kayak (and possibly canoe) rentals might be capable of using Bushkill center as an embarkation point with livery service to return. Boat trailers are not feasible for Bushkill Creek



**Fig. 2-133** *Ice skating was a regular winter recreation activity on the old mill pond in Bushkill Village. The artifact of the old mill pond can be rehabilitated to recreate a small shallow-pool skating pond in the heart of the Village. The pond can perform dual use as a stormwater “best management” facility.*



access. The closest trailer access to the Delaware is at Bushkill Access area, approximately one mile north of Bushkill Village on US Route 209.

### *Cultural Tourism*

Bushkill Village offers great potential to serve as a regional cultural tourism location inside DEWA. With smart planning, interpretive features and programs, the village can provide a comprehensive overview of regional river valley history, as well as rich details of what life was once like in Bushkill Village.

As an important crossroads within DEWA, Bushkill can serve as an essential orientation station for a tour of DEWA cultural resources. With the appropriate level of visitor service development, Bushkill could serve a select sector of the national cultural touring market.

### *Eco-Tourism*

DEWA, and the Delaware River Valley in general, is a major eco-tourism destination in the northeastern US. As a nexus of roadways, waterways and trails, Bushkill Village can serve a sector of the eco-tourism market, especially those seeking to be oriented to the natural resources of DEWA.

### *Craft / Farm Markets*

As a historic commercial community, Bushkill Village can continue to serve as a location for small seasonal festivals, fairs and markets—uses that are acknowledged in the DEWA GMP. Bushkill Outreach has used the Bushkill village green area at this busy crossroads for its flea markets. The public suggested Bushkill as a location for regular farmers markets.

### *Camping*

There are currently no plans by DEWA to develop new camping facilities in the Bushkill Village area. Under the GMP update process, the farmed field in the Bushkill floodplain (east of US Route 209) may be considered as potentially feasible for new seasonal camping sites.

This use would add another dimension to the visitor population mix at Bushkill, where the pedestrian nature of the village could serve campers without them needing a motor vehicle to reach amenities.

### *Small Gatherings*

Easy access and the available user areas in Bushkill Village are conducive to small gatherings, with formalized event requiring DEWA approvals.

## 2.6 Education

### Methodology

The National Park Service has “written the book” on visitor education, featuring its standardized display system and interpretive innovations. This section was developed to identify ways for public ideas to dovetail with the NPS system.

A preliminary list of interpretive themes and opportunities was created for future refinement by DEWA and partners, with the goal to establish a conceptual framework for a comprehensive village-wide interpretation system that stands ready to be smartly implemented, project by project, as funding sources become available.

#### *DEWA GMP—on Visitor Education*

The GMP guidance on interpretation within DEWA, is particularly relevant to Bushkill Village, because of its the extraordinary potential to exhibit a full range of educational subjects in a single location, including: *natural history, cultural history, a regional perspective on an American way of life, national attitudes about environmental conservation, and recreation/leisure trends.*

GMP guidance on visitor education states:

#### **Interpretation**

**“The goal of interpretation will be to foster a public understanding and appreciation of the natural and cultural processes that have shaped and are continuing to shape the Delaware Valley landscape.** Natural history themes will focus on the formation of the landscape, and plant and animal communities will also be highlighted.

**Cultural history themes will encompass the human history of the area--its original inhabitants, their communities, how they used the valley, the arrival of European settlers, and the various**



**Fig. 2-134** *Clear graphic signage—is essential to orient and educate a wide spectrum of visitors at Bushkill. This map identifies public access locations to the Delaware River within DEWA; the river islands; and major regional highways. Similar graphics can be developed for the McDade Trail and for Bushkill Village.*



## phases of development in the valley.

Overall, the interpretive program will **give an overview of a particular regional American way of life and show how events in the Delaware Valley have reflected national attitudes about environmental conservation**, the preservation of cultural traditions, and recreation/leisure trends."

## *Opportunities for Education*

### Target Audiences

**Local Community**—A thoughtful and comprehensive interpretation system that enlightens users about a broad variety of subjects in Bushkill will signal that the local community has finally achieved the recognition of their home place that they believe it deserves.

Neighbors will have the greatest opportunity to use a Bushkill Village cultural landscape year-round. With a comprehensive interpretation system, they will be encouraged to introduce their friends to their home place.

Recognizing Bushkill's importance through a smart interpretive system will also help foster volunteer steward partnerships within the community to help DEWA maintain this "local" corner of the park.

**School District**—the East Stroudsburg School District has supported the Bushkill Village partnership between Lehman Township and DEWA. A conserved Bushkill Village can provide a unique combination of education, environmental, and recreation opportunities for students that is rarely found in a single location.

**DEWA Visitors**—Visitors to DEWA will benefit greatly from a conserved cultural landscape at Bushkill that provides a rich combination of recreation; education opportunities, and visitor support facilities – all located at the major southern gateway to DEWA.

**PEEC** – The educational programs currently provided at PEEC might be extended "off-campus" to take advantage of unique educational

opportunities in Bushkill Village – especially, if the free DEWA bus transit shuttle system that serves both locations is used to transport PEEC groups.

**Bus Tours** – The Pocono Mountains Visitors Bureau (PMVB) promotes visitor bus tours to various Pocono regional destinations. A comprehensive interpretive system for Bushkill, coupled with cultural landscape improvements and commercial services re-established in the Turn Store, will create a threshold of activities and services that make Bushkill attractive for an hour or a half-day tour stop.

### Special Populations

**ADA**—The relatively flat topography at the center of Bushkill Village makes it particularly suitable for ADA-accessible recreation / educational improvements due to lower gradients.

**Cultural / Environmental Tours and Research Groups**—A recent pilot bus program was conducted between NPS and the Monroe County Transit Authority to sponsor a cooperative tour within DEWA by a national conservation partner (Timber Framers Guild of North America) to visit historic locations in the park without private cars.

### Physical Improvements

Educational opportunities can be developed through multiple types of physical improvements that are sustainable and appropriate within Bushkill Village.

Construction of specific elements—such as a new trail bridge on the location of a former railroad bridge, and a pavilion to interpret the location of an important lost structure, can be considered pedagogy through design and construction—to offer rich opportunities for education.

### Interpretive Options

#### Signage

The NPS has a comprehensive interpretive design system that is



**Fig. 2-135** *Interpretive graphic options—should be explored—between LT and DEWA, to determine the program content and the options that are possible within the NPS system.*

perfect to employ for a new interpretive program for Bushkill Village.

Several examples of the earlier versions of the signage system exist in Bushkill Village at the Meeting Center and Railway Avenue

### Cultural Artifacts

Often the stabilization or adaptive reuse of cultural artifacts can provide more educational information than volumes of text and photographs exhibited in signage alone.

Conservation of the remaining resources within Bushkill Village is the key to interpreting its cultural landscape for visitors. Most people react deeply and learn more from their visceral impressions of actual objects; the materials and textures; the feelings they can evoke; and the spaces they help create.

Cultural resources such as the Train Station platform provide multiple opportunities for education, including; the potential to convene a traditional craft workshop learning event to erect a multi-use pavilion canopy; interpretation of historic structural scale and forms; creation of an open-air teaching / venue; and an orienting location for self-guided and group interpretive tours.

The former blinking light from the Route 209-Bushkill Falls Road intersection is conserved by Lehman Township and deserves to become an interpreted feature in the Bushkill cultural landscape.



**Fig. 2-136** *Storyland*—was located behind the Post Office in Bushkill and served as a privately-owned recreation attraction through the 1950s and early 1960s—before DEWA acquisition began.



**Fig. 2-137** *Bushkill was always known as a recreation location*, from the turn of the 20th Century. The private recreation providers like *Storyland* created summer jobs for local youths, and survived by their ability to adapt to the whims of summer vacationers.

**Fig. 2-138** *Storyland in its glory days* is a colorful chapter of the deep-rooted recreation culture in Bushkill Village.







**Fig. 2-139** Many cultural resources in DEWA are also scenic resources. The DePue Restaurant and Bar (as seen in this circa 1960 photograph) did not survive the Tocks Island acquisition process. Only the Turn Store still survives on this block of Bushkill, and continues to be a scenic asset to the park, the Township and Pike County.



**Fig. 2-140** Before—a historic photo of the “Old Mill” once located at the corner of Creek Road and Route 209.



**Fig. 2-141** Foundation wall cornerstones of the Old Mill are visible at the intersection of US Route 209 and Creek Road. The prominence of this site provides a strategic vista for observing the confluence of the Little and “Big” Bushkill Creeks, and or an interpretive pavilion that will serve anglers and visitors.

## Interpretive Trail

The GMP identifies Railway Avenue as a feasible ADA trail facility. By extending a trail bridge across Little Bushkill Creek and a short segment of boardwalk trail on the south side, an ADA-accessible trail can be created that originates in the village center and passes by a large percentage of the environmental and cultural interpretive opportunities in Bushkill Village.

## Outdoor Classrooms

The interpretive pavilions conceived for Bushkill Village are natural locations for outdoor classroom teaching venues. Other locations, such as stations along an interpretive trail, or the trail bridge over the Little Bushkill Creek are also prime locations for teaching.

## *Programmatic Opportunities*

As the process evolves, DEWA and of its non-profit conservation and educational partners will have opportunities to conceive of multiple ways to incorporate a conserved Bushkill Village into their programs.

## *Capturing Imaginations*

The essence of successful teaching-learning experiences is grabbing audience attention and capturing their imagination.

The compelling story of Bushkill Village and DEWA can be presented in a framework where history and tomorrow’s goals are made vivid to future generations.

This **BVCS** is the story about the “evolution” of this place—where visitors can become immersed and understand more about this dynamic cultural landscape.

## *Interpretive Themes*

A preliminary outline for a comprehensive Bushkill Village interpretive system are suggested—based on the three (3) major

themes identified in the DEWA GMP, with sub-topics added.

### **Environmental (Conservation)**

***Geology*** – *natural processes, geography, landforms*

***Water*** – *watersheds, quality, supply (quantity), benthic life*

***Landscape*** – *soils, plants, habitats, human impacts*

***Native Animals*** - *birding, fish, mammals, insects*

### **History (Cultural)      *Local / Regional Periods of Significance for Bushkill***

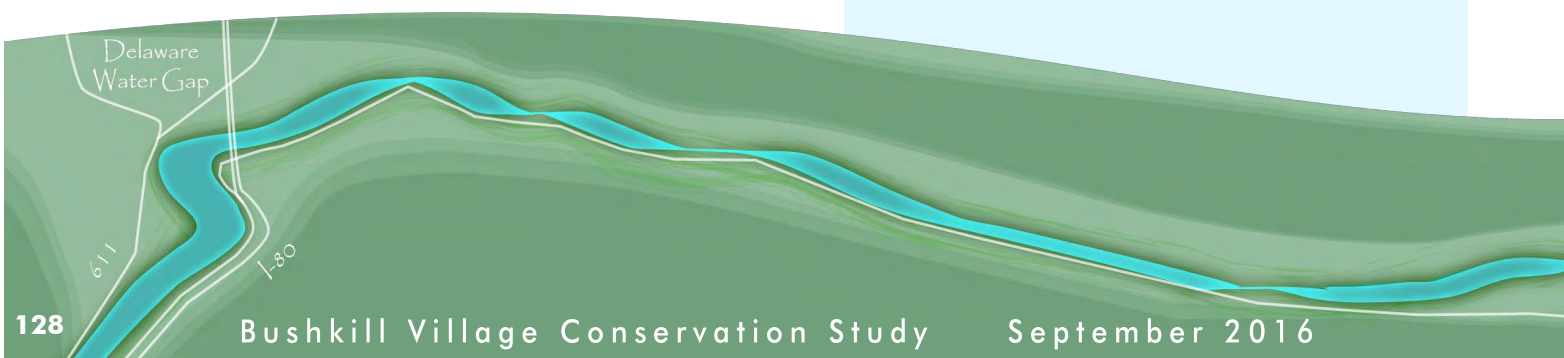
- *Prehistoric*
- *Colonial*
- *Early Industrial*
- *Railroad*
- *Early 20<sup>th</sup> Century*
- *Creation of DEWA—the US environmental era*
- *Future – 21<sup>st</sup> Century DEWA*

### **Recreation (Health / Economic)**

***NPS Stewardship*** - *introduction to rights / responsibilities*

***Recreation within national park system / DEWA***

***Recreation opportunities in / near Bushkill Village***





## Section 3

### Community Visioning



## Methodology

The community visioning process for this study was designed to solicit broad representation from many sectors of the Bushkill community and potential stakeholders through several contact methods.

Three (3) public meetings were conducted under the PCTI-funded program and two (2) additional public meetings under the DCNR-funded program.

A total of seven (7) study committee meetings were held during the process—five (5) were funded by PCTI and two (2) with DCNR funds.

Ten (10) key person interviews were conducted via telephone and in-personal meetings with a variety of stakeholders. Potential partners and their capabilities were identified during the process, and included as potential future resources. Meeting minutes, programming notes, and attendance logs are included in the Appendix.

Partnership histories are described, and five categories of “actions” are identified to describe the potential roles of various stakeholders in a Bushkill Village conservation strategy:

- Management
- Acquisition
- Funding
- Development
- Outreach

Action opportunities are suggested for each partner in this section.

Suggested actions are prioritized in Section 5 - Action Plan.





# 3.1 Study Committee

The study committee was assembled by Lehman Township to represent a wide spectrum of community interests in Bushkill Village. A brief description of each individual or organization is provided. Previous and potential partnership actions are identified. (*\* indicates also a Key Person interview.*)

## Lehman Township (LT)

### Introduction

Lehman is a 2nd class township in Pike County, Pennsylvania with a population over 10,500 (2010 Census). The three municipal supervisors commissioned an Open Space and Recreation Plan in 2009 that identified Bushkill Village as an important recreation resource within the Township and DEWA boundaries—with a unique potential to serve several municipal recreation and cultural needs that were sought by the Lehman community. DEWA staff served on the recreation plan committee.

The chair of the LT Planning Commission (LTPC,) Roy Borgfeld, served as the township representative on the Bushkill Village study committee to oversee that the analyses and conceptual development proceeded in accordance with previous township plans and existing ordinances, and to represent the community’s vision to rehabilitate Bushkill Village for appropriate recreation and cultural uses in partnership with DEWA.

### Partnership Actions

#### Partnership History—Lehman Township

The LT supervisors have taken multiple actions to pursue the conservation and rehabilitation of Bushkill Village in partnership with DEWA.

2010 Federal Highway Administration (FHWA) grant award—LT competed for, and secured FHWA funds to conduct this **BVCS** with support from DEWA.

## LEHMAN TOWNSHIP (LT)

### Contact:

Name: John P. Sivick, Board of Supervisors, Chair  
Roy Borgfeld, Planning Commission Chairman  
Email: lehmanpk@ptd.net  
Phone: 570 588 9365



2011 DCNR Grant award – LT competed for and secured DCNR funds, with support from DEWA, to match the FHWA grant and enable the **BVCS** to achieve a comprehensive conservation scope.

2011 Turn Store investigation – LT initiated inquiries regarding the potential for a publicly-owned Turn Store to serve as a part of the LT municipal recreation system/support facility for the surrounding lands and services managed by DEWA. A subsequent change in private ownership resulted in the private rehabilitation of the store.

2011 PCTI grant application – LT submitted a Transportation Enhancements (TE) application to NEPA and PennDOT seeking funds to preserve the Turn Store. The LT grant request was supported by multiple partners, including: DEWA, East Stroudsburg School District, Pike County, Bushkill Outreach. The project was not a Pike County priority for that year. A future TA application remains an option for potential transportation-related improvements within Bushkill Village. LT remains a viable TA applicant with DEWA partnership.

2011 FTA Sarbanes Transit in Parks grant application – LT submitted an application to the Federal Transit Administration (FTA) in partnership with DEWA to perform a variety of preliminary engineering and environmental compliance planning tasks to improve transit-oriented elements in Bushkill Village. The application was recognized by FTA with recommendations for resubmission. The Sarbanes program was since discontinued within the latest Transportation Alternatives (TA) program.

2011./2015 DCNR grant applications – LT submitted grant applications to DCNR with support from DEWA to fund an “early implementation” project for construction of an interpretive, multi-use pavilion on the former train station platform at the center of Bushkill Village. DCNR identified the project as a priority funding, pending a management agreement for the site between DEWA and LT. LT and DEWA have begun negotiations on the maintenance agreement with the understanding that DEWA seeks to advance the environmental clearance tasks for the entire Bushkill Village cultural landscape, and avoid designing/approving small, individual projects. DEWA will

decide the scope of clearance tasks that are required for the Train Station Pavilion construction project to advance.

### **Future Partnership Opportunities**—Lehman Township

Bushkill Village site maintenance – LT has begun negotiations with DEWA to assume responsibility for maintenance of the Bushkill Village landscape. The area and scope are to be determined by DEWA including the terms of a formal partnership agreement.

After completing the **BVCS**, LT will continue to serve as a DEWA partner, local champion, catalyst, maintenance partner, and public advocate to help design, fund, and administer Bushkill Village improvements through a wide variety of partnership opportunities.

DEWA and LT have the potential to accomplish things together that either one alone might not be able to achieve. As a municipality, Lehman has a significant capability to secure funding for public planning and capital improvement projects in Bushkill Village from federal, state, and county sources that support DEWA goals, but may be outside NPS eligibility.

Together, LT and DEWA can target partnership applications for improvements in Bushkill Village that meet the intent of specific funding programs and are those that DEWA considers mission-critical. Eligible projects may include trails, interpretive signage, conservation improvements, heritage structure rehabilitation, user amenities, transportation, limited essential parking, access, and sustainability improvements, etc.

Several specific next steps may be considered for LT—DEWA partnership, including:

### **Management**—Lehman Township

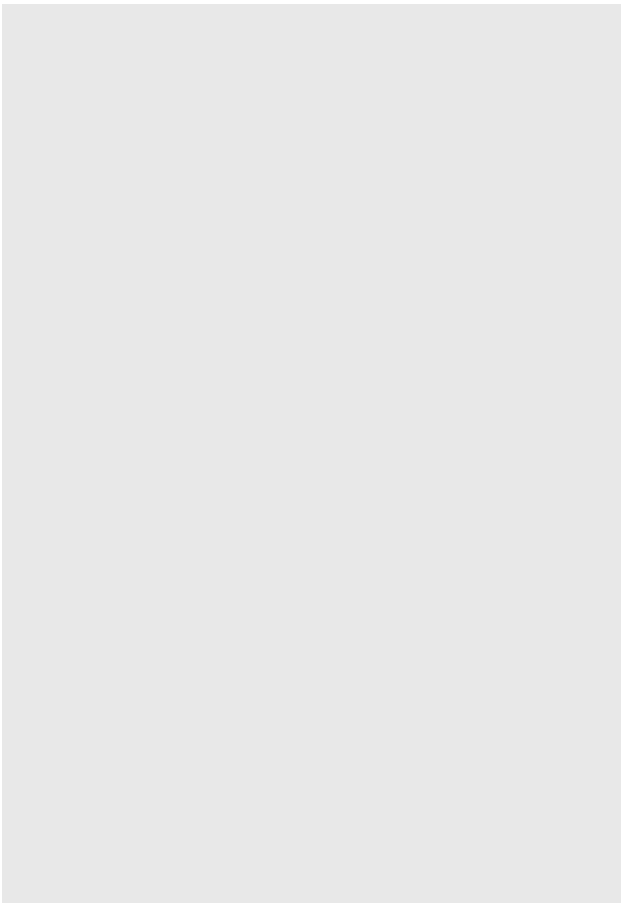
#### Execute a maintenance / management agreement with DEWA

A formal partnership between Lehman Township and DEWA might be modeled after the agreements between DEWA and the Bushkill Outreach or with Peters Valley Craft Center—and will set the terms



**Fig. 3-3** *The Turn Store is a priority for private rehabilitation by Lehman Township and DEWA to provide mission compatible recreation support services for visitors and residents.*





**Fig. 3-4** The former railroad grade is a resource that can be developed in Bushkill Village as an ADA-accessible rail-trail feature, with the potential to attract partnership support from DCNR as well as Lehman township and DEWA.

for LT operations and maintenance within specified Village boundaries.

LT stewardship services may include initial brush clearing, regular mowing and/or snow plowing of parking lots, trash pickup and other responsibilities that LT negotiates with DEWA. LT will not own the Bushkill Village area, but will need to execute an agreement with DEWA to perform any actions within Bushkill. DCNR requires a 25-year minimum “control” agreement to fund an LT application to construct a partnership investment in capital recreation and/or conservation. DCNR also requires a commitment from LT to maintain the funded public amenities as a part of its municipal park system. LT maintenance operations would be per DEWA specifications.

This type of agreement benefits LT, DEWA and DCNR by improving existing recreation and open space resources for residents and visitors, without acquisition costs for new parkland. The LT-DEWA partnership should include terms for managing capital improvement projects (such constructing a pavilion) that require periodic maintenance and structure upkeep. With an initial pavilion success LT might consider possibilities of extending its future stewardship to include the Peter’s House, Gas Station, or other sites in Bushkill.

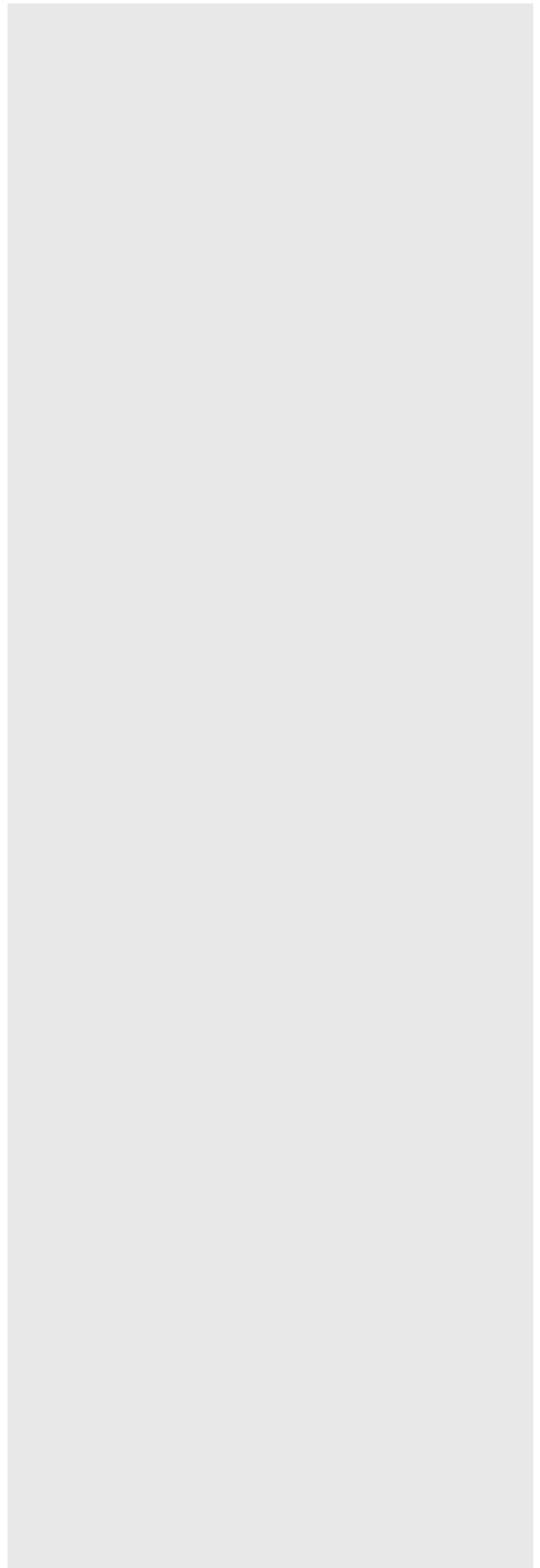
- Adopt the **BVCS** – LT can adopt the final **BVCS**—as accepted by DEWA, as an element of the LT Comprehensive Plan. This action will strengthen its importance in all future partnership funding applications.
- Request that Pike County adopt the **BVCS**—as part of the Pike County Comprehensive Plan, on the basis of its significant conservation, recreation, scenic, and sustainable economic development values. This action by Pike County demonstrates conservation of Bushkill Village as a county priority, and improves project eligibility for county, state and federal funding.
- Seek DEWA acceptance of the **BVCS** – LT can request that DEWA consider this study as an amendment to its current GMP, as well as a priority document in a future GMP update process.

### **Acquisition—Lehman Township**

- Seek effective partnerships in the Turn Store operation – LT considered the potential of acquiring the Turn Store (after default by a previous owner) for adaptive reuses to support the Township’s recreation priorities. Since 2015, new owners of the Turn Store have initiated an alternative strategy to rehabilitate the core structure and to resume convenience retail commercial services. LT and DEWA both support the private sector initiative to return the property to uses similar to the previous store/café.
- Secure DCNR funds to design/construct the Train Station Pavilion DEWA suggests that the environmental clearance for the pavilion project may be expedited to help build an important functional and visible “early implementation” project. A near-zero impact to the area around the Train Station Pavilion perimeter may enable it to advance ahead of an EA clearance for the full village.
- Seek replacement funding to the “sunsetted” Sarbanes program LT can work with DEWA to consider alternative FHWA programs to perform transit planning / design in partnership that may meet DEWA and **BVCS** priorities.
- Seek replacement funding to the “sunsetted” FLH program LT can work with DEWA to consider alternative FHWA programs to perform transit planning / design in partnership that may meet DEWA and **BVCS** priorities. The FLH has historically supported a wide latitude of transportation-related improvements within and adjacent to federal lands. Bushkill projects might include parking, pedestrian, transit, and park-related facilities.

### **Development—Lehman Township**

- Construct the Train Station Pavilion – This project will immediately improve visitor services; establish an interpretive facility; provide interim transit, trail and picnic shelter, and function as a small venue. The pavilion construction will strengthen Bushkill Village partnerships and demonstrate the potential of the community committed to this place.



- Construct trails / pedestrian improvements – Such facilities can immediately improve public access to environmental, recreation and cultural amenities in Bushkill Village, and are priorities at the federal, state, county and municipal levels. LT has pledged a maintenance commitment to the Bushkill Village area.
- Adaptively reuse other cultural landscape structures – A village-wide interpretive system can ultimately include conservation of extant features — such as building interpretive framed pavilions on foundations of the former train station platform and gristmill.

#### **Outreach—Lehman Township**

- Educate stakeholders about Bushkill Village — Bushkill Village is an immediate priority for LT, and can be an important part of NPS interpretive goals for DEWA. LT can continue its proactive promotion of a Bushkill Village conservation strategy in close cooperation with DEWA, and seek commitments of support from other partners.
- Expand the NPS interpretive system in Bushkill—This can begin at the earliest opportunity to advance interpretive components that may be included as parts of various construction projects as they are implemented. The NPS system is best to be expanded.
- Feature Bushkill Village in the DEWA 50-year anniversary – LT can participate in opportunities with DEWA to feature public celebrations of the Bushkill Village cultural landscape and a DEWA 50th Anniversary. Opportunities might include a special event, announcement of an LT maintenance partnership agreement; funding/partnership announcements; public events and commemoration, etc.
- Seek inclusion of DEWA in a National Historic Register nomination—in coordination with NPS.



# Delaware Water Gap National Recreation Area (DEWA)

## Introduction

The NPS unit at DEWA is the steward of these federal lands. DEWA operations are guided by a General Management Plan (GMP) that identifies priorities and actions for conserving public resources and providing public recreation. DEWA engages with neighboring municipalities and local organizations to enable appropriate partnership activities within the park.

## Partnership Actions

### Partnership History—DEWA

DEWA has provided consistent support for LT initiatives to rehabilitate the cultural landscape of Bushkill Village, including participation by NPS staff on the LT Open Space and Recreation Plan committee; the Bushkill Village planning committee; and continued support for LT funding applications to advance the conservation of Bushkill Village. All federal compliance requirements for actions proposed within DEWA are managed by local NPS staff. The final **BVCS** was reviewed by DEWA.

### Future Partnership Opportunities—DEWA

Specific partnership actions with LT that DEWA may consider, include:

### Management—DEWA

- Execute a Bushkill Village maintenance / management agreement with LT.
- Conduct compliance review for the **BVCS** or for priority elements identified in the study—eg: the train pavilion.
- Work with LT to conduct a Cultural Landscape Assessment (CLA) for Bushkill Village.
- Consider acceptance of the **BVCS** as an amendment to the DEWA GMP, and incorporate appropriate components of the Bushkill Village plan into a future GMP update process.

## DELAWARE WATER GAP NATIONAL RECREATION AREA (DEWA)

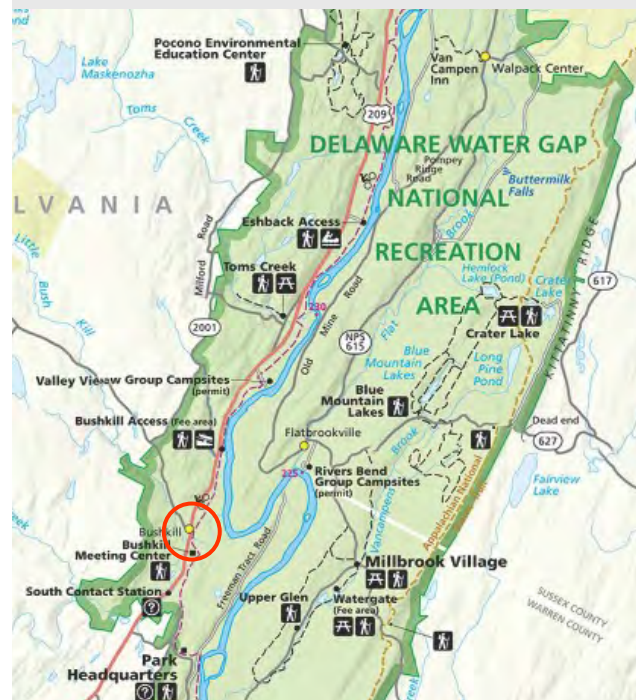
### Contact:

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Email: [John\\_J\\_Donahue@nps.gov](mailto:John_J_Donahue@nps.gov)

Phone: 570 426 2435

Website: [www.nps.gov/dewa/  
index.htm](http://www.nps.gov/dewa/index.htm)



**Fig. 3– 5 Map of the central section of DEWA—shows the strategic location of Bushkill Village, one mile inside the southern park entrance on US Route 209. DEWA can reconsider priorities for Bushkill Village in the 21st Century when the General Management Plan (GMP) update begins.**

## DEWA VISITOR FACILITIES

### DEWA Headquarters (Information Desk)

Bushkill, PA

OPEN: Monday to Friday 8:00 a.m. to 4:30 p.m., year-round, except federal holidays. Park grounds, trails, roadways, and the Delaware River are open 24 hours a day, year-round, unless closed due to hazardous conditions such as heavy snowfall, strong river currents, or hazardous trees. Day use areas and river accesses are open dawn to dusk daily.

### Dingmans Falls and Visitor Center, PA

Dingmans Ferry: Closed until late Spring.

Boardwalk trail: The road to Dingmans Falls is closed seasonally until ice melts in the Spring. This is the closest DEWA visitor center to Bushkill Village.

### Cliff Park Inn

Milford: Closed indefinitely

The historic 1820 farmhouse has been an inn since 1900, and is part of a 450-acre parcel of land atop the Raymondskill Cliffs near Milford PA. This was the only hotel operating within DEWA—year-round, with 14 rooms, dining, and a 9-hole golf course.

### Information Station in Bushkill Meeting Center

Fall: Closed

Winter: Closed

### Kittatinny Point Visitor Center, NJ

Visitor Center: Closed until late Spring.

A canoe launch, parking, and picnic area are open.

*(Outdoor toilets only may be available.)*

*Boats may not use the canoe launch.*



**Fig. 3-6** Kittatinny Point Visitor Center in DEWA is located directly off I-80 in New Jersey with a vista to the majestic Delaware Water Gap geological landmark. The visitor center is open and staffed seasonally and is the closest visitor facility south of Bushkill Village.

- Post Office building – DEWA has this structure scheduled for demolition, and only a new partner with a viable strategy for adaptive reuse can alter this inevitability. Retain the cultural landscape structure for such a possibility as long as reasonably possible.

### Acquisition—DEWA

- No potential federal acquisition targets were identified for the Bushkill Village area.

### Funding—DEWA

- Continue to support appropriate partnership applications—such as Federal Lands Transportation Program (FLTP)
- Consider FLTP applications in partnership with LT for Bushkill – DEWA can apply or support LT applications.

### Development—DEWA

- Adaptively rehabilitate the Peters House – DEWA has completed the stabilization of the structure exterior. DEWA remains open to consider potential opportunities for appropriate rehabilitation / adaptive reuse partnerships (such as Pike County and/or Pike County Library Board.)
- Improve US Route 209 and Bushkill Falls Road intersection – Consider context-sensitive design recommendations within this **BVCS** for intersection design and pedestrian mobility treatments. Perhaps FLH or TE funds can be targeted in the future for appropriate improvements at this location.
- Build the McDade Trail Bridge over Bushkill Creek – DEWA has requested federal funding to build the Bushkill Creek Bridge that will complete this missing element of the McDade Trail in Bushkill. This missing bridge is critical to DEWA users and Bushkill Village as an optimum trailhead. Lehman and Middle Smithfield Townships, Monroe and Pike Counties, and DCNR all have strong interests in completing the Bushkill Creek Trail Bridge. Perhaps a model federal, state, municipal partnership strategy can be negotiated to secure funds from federal and state sources that will enable the construction of this essential infrastructure.

- Implement a Comprehensive Bushkill Interpretive System – The program can be developed as a priority collaboration, either led or managed under DEWA guidance. Interpretation concepts can begin during a Cultural Landscape Assessment process. Both counties, two municipalities, and two historic societies are important DEWA partners for this initiative.

#### **Outreach—DEWA**

- Acknowledge a DEWA 50-year anniversary in Bushkill – Support appropriate LT initiatives and embrace Bushkill Village as an important element of a DEWA anniversary. Showcase assets in Bushkill Village with help of local partners to deliver the DEWA history to the public.
- Feature the DEWA-LT partnership as an innovative model—locally, regionally, and nationally.
- Consider nomination of the DEWA to the National Historic Register—based on the Park’s dramatic creation history as a significant “event” of national importance.

## PA Department of Transportation (PennDOT)

### *Introduction*

PennDOT administers the state highway system for the Commonwealth of Pennsylvania and manages federally mandated and funded projects in cooperation with local and federal partners.

### *Partnership Actions*

#### **Partnership History—PennDOT**

PennDOT District 4 has served as the funding partner and project manager to administer FHWA funds through its PA Community Transportation Initiative (PCTI) program for this Bushkill Village study. Concurrent with this study, PennDOT District 4 conducted a major highway improvement project on Bushkill Falls Road (S.R. 2001) as part of the 12-year state Transportation Improvement Program (TIP), which resulted in impacts to the Bushkill Village cultural landscape.

## PA DEPARTMENT OF TRANSPORTATION (PENNDOT)

#### Contact:

Name: April L. Hannon, District 4,  
TE Coordinator

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pennDOT/districts/district4.nsf](http://www.dot.state.pa.us/pennDOT/districts/district4.nsf)



### **NPS Technical Assistance**

NPS operates a historic preservation training center at Harpers Ferry, MD that may be able to offer technical assistance in the rehabilitation and adaptive reuse of structures within Bushkill Village.

### **NPS Earmarked Appropriations**

The federal budget may be drafted to include specific “line items” that can be funded through the DOI appropriations, specifically for DEWA improvements to Bushkill Village—above and beyond the DEWA operations budget. This will require sponsorship and support by the area congressperson and US senators to pass such legislation.

Federal earmarks can be targeted toward the GMP update planning project; capital improvements such as a rehabilitation of Bushkill Village structures; or new visitor facilities.

### **NPS Cost Share Challenge Grants**

NPS offers a Cost Share Challenge Grant program for appropriate environmental and recreational projects sponsored by municipalities and non-profits. The DEWA region is administered through the NPS office in Philadelphia.



PennDOT operates two Park & Ride facilities within the immediate DEWA area in Monroe County at Delaware Water Gap and Marshalls Creek. These sites offer potential parking for off-peak uses by DEWA visitors who wish to travel through the park via bus transit or bicycles.

PennDOT engages in partnerships with client municipalities under its “Agility” Program, that allows districts to negotiate the exchange of goods or services that benefit the municipality and the department – such as mowing in exchange for plowing, etc.

Bushkill Falls Road is maintained by PennDOT to the intersection of U.S. Route 209, where state service vehicles must turn around.

PennDOT reviews all proposed actions that affect state highways. Highway Occupancy Permits (HOP) are required for any work within the state ROW, including any future intersection improvements on Bushkill Falls Road; new driveway modifications; or other ROW “encroachments.”

### **Future Partnership Opportunities—PennDOT**

PennDOT has multiple opportunities to assist LT and DEWA to achieve common conservation goals for Bushkill Village.

### **Management—PennDOT**

- Explore Agility Program opportunities for cooperative maintenance with LT (District 4), Middle Smithfield Township (District 5) and DEWA.
- Explore / negotiate shared use / transit shuttle agreements with DEWA at PennDOT Park & Ride facilities.
- Explore partnership opportunities with the PennDOT Welcome Center Division – PennDOT Central Office is responsible for management of the Delaware Water Gap facility on I-80, (located adjacent to the PennDOT Park & Ride facility.) The Minisink Trail runs across the PennDOT welcome site and Smithfield Township Park, and currently terminates at Bushkill Creek.
- Work with LT to add Bushkill Village transportation elements to the PennDOT TIP.

### **Acquisition—PennDOT**

- No potential acquisition targets were identified for the Bushkill Village area.

### **Funding—PennDOT**

- Support appropriate TA funding applications from LT (DEWA) for Bushkill Village – Districts 4, 5, and PennDOT Central Office are all important advocates for federal “enhancements” funding applications reviewed at NEPA.
- Support DEWA partner applications for FLTP funding for Bushkill transportation/ transit-related improvements. Central Office support is required for federal competition.
- Research opportunities to apply for PennDOT Multimodal Transportation Program Funds—for priority transportation partnership projects in Bushkill Village.

### **Development—PennDOT**

- Seek to expedite the HOP Process within DEWA for DEWA driveways and intersection improvements on S.R. 2001.
- Support DEWA-oriented Park & Ride/Transit improvements at PennDOT facilities – in partnership with DEWA, MCTA and stakeholders.

### **Outreach—PennDOT**

- Conduct a “next step” meeting with LT, DEWA and Districts 4 and 5 regarding Bushkill Village goals – LT and Pike County remain eligible applicants for future “TA” funding to help implement DEWA-approved elements of the **BVCS** under future transportation “enhancements/alternatives” grant rounds. A briefing” with Central Office is important for securing future FHWA and FTA funds
- Feature Bushkill Village as an innovative PennDOT-federal-municipal partnership and acknowledge the importance of cultural resources (CR) and context-sensitive design (CSD) of the **BVCS** to the state TIP.



**Fig. 3-7** *The former train station platform at the center of Bushkill is a priority conservation project for Lehman Township and DEWA to rehabilitate the foundation and construct an interpretive pavilion with support from DCNR.*

## PA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES (DCNR)

### Contact:

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Phone: 610 377 5750

Website: [www.dcnr.state.pa.us](http://www.dcnr.state.pa.us)

### **Bushkill Village Recreation Elements— eligible for DCNR support**

- Build the **Train Station pavilion**
- Develop the **rail-trail grade** as an interpretive / ADA trail
- Adaptively rehabilitate the **mill pond** for seasonal ice skating
- Build **Mill pavilion** for recreation/interpretive use
- Develop the **interpretive plan** for Bushkill Village
- Build the **McDade Trail Bridge** over the Bushkill
- Build **Market pavilion** for activity/shelter structure

*This list is not necessarily in priority order.*



## PA Department of Conservation and Natural Resources (DCNR)

### *Introduction*

DCNR is the Pennsylvania agency that manages recreation, conservation, and environmental education services and community partnerships for the Commonwealth of Pennsylvania. DCNR offers a variety of partnership and outreach programs—many that offer matching grants to municipalities, counties and non-profit organizations for projects that meet DCNR goals.

### *Partnership Actions*

#### Partnership History—DCNR

DCNR funded the recreation, conservation and educational elements of this **BVCS** as the match to the land use, transportation and economic elements that were funded through PennDOT and FHWA. DCNR has expressed interest in Bushkill Village as an important environmental and cultural place with an extraordinary potential to demonstrate a new model of local-county-state-federal partnership that can help deliver appropriate new conservation, recreation and heritage preservation services within existing national park lands.

Bushkill is an important site within the DCNR Conservation Landscape program (CL), specifically the “Pocono Forest and Waters” region. The PF&W region is administered by the Pennsylvania Environmental Council (PEC) as a DCNR partner. LT has applied to DCNR to construct an interpretive pavilion within Bushkill Village, a project that was identified by DCNR as a priority, contingent upon an executed management agreement between LT and DEWA. LT seeks to begin the local-state-federal partnership in Bushkill by constructing the train station pavilion.

#### Future Partnership Opportunities—DCNR

LT is an eligible partner to receive DCNR funding for various appropriate elements identified in the **BVCS**, including: planning, design, and construction as approved by DEWA.



DEWA mission-critical elements may include trails, interpretive signage, park amenities, access improvements, visitor parking, and park features, such as planting, pavilions, and site furniture.

### Management—DCNR

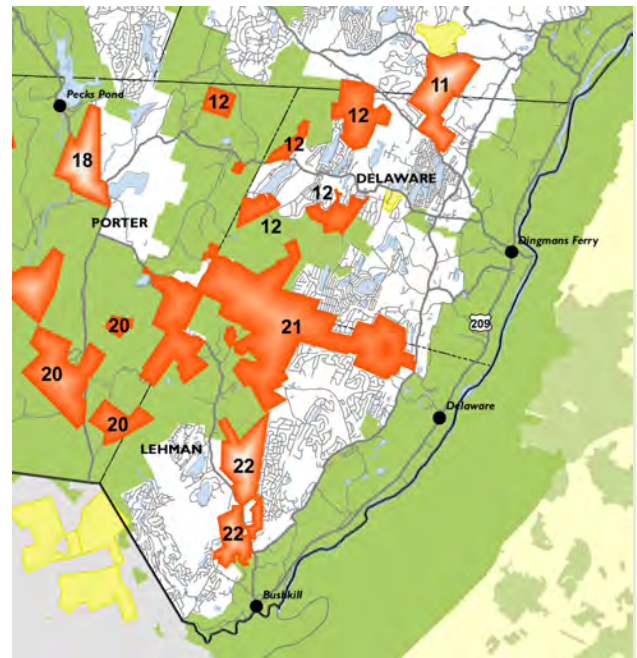
- Identify Bushkill Village as a priority for Pocono CL Program  
The DCNR Northeastern District and Central Office can identify Bushkill Village a priority for its PF&W Region.
- Establish regular partner meetings with DEWA and LT – Bushkill Village objectives and opportunities that are priorities for federal, state and municipal partners can be discussed annually to systematically advance consensus initiatives.
- Revisit DCNR Policies – The **BVCS** identifies potential partnerships that include state and local capital investments in recreation improvements on federal land that will directly benefit municipal and state recreation needs.

### Acquisition—DCNR

- DCNR support for capital improvements in Bushkill Village  
will focus its finite state resources on helping to improve existing recreation resources, versus expending capital on new property acquisition to accomplish the same goals.

### Funding—DCNR

- Execute funding for the Train Station Pavilion
- Consider a multi-year partnership funding strategy for Bushkill—Bushkill Village is important to the PF&W Region to meet basic recreation goals, as well as the deeper goals of linking recreation to heritage and community/local economic development DCNR can consider Bushkill Village an agency priority for multiple reasons. A strategy may be developed between DCNR, LT and DEWA to create a five-year, development and funding partnership plan. Partners would agree on priorities and LT would be responsible for securing DCNR matching funds. DCNR may commit to a funding schedule based on partners fulfilling the agreement and funds being available.
- Actively support other LT-DEWA funding applications for Bushkill



**Fig. 3-8 The Pike County Conservation Opportunity Plan** identifies priority tracts in Pike County that hold potential for acquisition to preserve large contiguous areas of open space. DEWA also has a conservation plan for parcels in Pennsylvania along three watersheds that enter the Delaware within DEWA boundaries. Bushkill Village is at the confluence of the Little Bushkill Creek and the Delaware River.

## PIKE COUNTY (PC)

### Contact:

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Karl Wagner, Commissioner

Email: [Kwagner@pikapa.org](mailto:Kwagner@pikapa.org)

Harry Forbes, former commissioner

Phone: 570 296 3500

Website: <http://www.pikapa.org>

### Development—DCNR

- Support development of Bushkill Village recreation elements (under a multi-year funding strategy, if possible)

### Outreach—DCNR

- Feature Bushkill Village as an innovative CL model —The Bushkill Village cultural landscape strategy has all the assets of a significant partnership model—equivalent to the DCNR partnership supported at Ohiopyle.

## Pike County (PC)

### *Introduction*

Lehman Township and specifically Bushkill Village serve as the symbolic and functional southern “gateway” to Pike County. The historic Village of Bushkill spans the county line between Pike and Monroe and offers partnership opportunities as a major north-south portal between the two Delaware River municipalities.

### *Partnership Actions*

#### Partnership History—Pike County

LT supervisors met with the PC commissioners to present preliminary findings for the **BVCS** and to request support for funding applications. Representatives from the Pike County Planning Commission (PCPC) served on the project committees for both the LT Open Space and Recreation Plan and the **BVCS**.

PC and DEWA have both identified the Little Bushkill Creek as an important “*conservation opportunity corridor*” that extends from the Delaware River through Bushkill and DEWA lands to the tributary headwaters.

#### Future Partnership Opportunities—Pike County

PC can wield influence in support of partnerships, and provide technical and financial support for Bushkill Village conservation initiatives.

PC administers a county open space funding program for its

municipalities. LT can negotiate a funding partnership with PC to support elements of mutual concern in Bushkill.

#### **Management—Pike County**

- Identify the **BVCS** as a PC priority
- Adopt the **BVCS** as a PC Comprehensive Plan amendment
- Support maintenance/management agreement between LT and DEWA for Bushkill Village
- Actively support partnership initiatives for Peters House adaptive reuse

#### **Acquisition—Pike County**

- No potential acquisition targets were identified for the Bushkill Village area.

#### **Funding—Pike County**

- Actively support LT-DEWA funding partnership applications
- Seek partnerships with Monroe County to achieve common goals at Bushkill, including:
  - DEWA-MCTA transit initiatives
  - Multi-municipal planning, funding applications /support
  - The McDade Trail Bridge over Bushkill Creek

#### **Development—Pike County**

- Support DEWA-Suggested Strategies for Bushkill Village
- Assist with NPDES applications for Bushkill Village projects
- Continue planning review partnerships by PCPC.

#### **Outreach—Pike County**

- Feature Bushkill Village as an innovative Pike County planning initiative – PC can support the Bushkill Village cultural landscape initiative by actively featuring the plan in its communications with regional, state and federal partners—to convey the priority for Bushkill Village conservation in Pike County and the NEPA region.

#### **Pike County can support these Bushkill Village funding applications**

- TE applications to NEPA
- Recreation project applications to DCNR
- Transit funding applications to FTA
- Applications to DCED for civic improvements
- Adaptive reuse applications for Peters House
- Development applications to complete the McDade Trail
- Acquisition / adaptive reuse applications for the Turn Store
- Other applications that support common PC, DEWA, LT goals



## MIDDLE SMITHFIELD TOWNSHIP (MST)

### Contact:

Name: Mitchell K. Marcus,  
Supervisor

Email: mstmkm@ptd.net

Phone: 570 223 8920 ext.25

Website:

[www.middlesmithfieldtownship.com](http://www.middlesmithfieldtownship.com)

### Middle Smithfield can support these Bushkill Village funding applications

- TE applications to NEPA
- Recreation project applications to DCNR
- Transit funding applications to FTA
- Civic improvement applications to DCED
- Adaptive reuse applications for Peters House
- Trail development applications to complete the McDade Trail
- Acquisition / adaptive reuse applications for the Turn Store
- A PC branch library in Bushkill Village
- Bushkill Outreach mission in Bushkill Village
- Other applications that support common PC, DEWA, LT, MST goals

## Middle Smithfield Township (MST)

### *Introduction*

The southern portion of Bushkill Village is located in Middle Smithfield Township, with Bushkill Creek as the county line between Pike and Monroe. It is impossible to segregate the Bushkill community by municipality or county. MST offers a variety of commercial providers, located south of DEWA along Route 209 including services that are not available in LT, but are important resources to DEWA visitors, as well as local residents of both municipalities. Conserving Bushkill Village offers great potential for LT and MST to collaborate on efforts that benefit common interests. MST assigned a representative to the **BVCS** committee.

### *Partnership Actions*

#### Management—MST

- Adopt the **BVCS** as an element of the MST Comprehensive Plan
- Support LT as a partner with DEWA for Bushkill Village initiatives.

#### Acquisition—MST

- No potential acquisition targets were identified for the Bushkill Village area.

#### Funding—MST

- Consider engaging in partnership funding applications with LT and DEWA to rehabilitate Bushkill Village.
- Actively support LT-DEWA funding partnership applications

#### Development—MST

- Partner with Monroe County to support Bushkill Village conservation goals, including:
  - DEWA-MCTA transit initiatives
  - Multi-municipal planning, funding applications / support
  - The McDade Trail Bridge over Bushkill Creek

#### Outreach—MST

- Advocate for Monroe County support of Bushkill Village partnership initiatives.

# Monroe County Transit Authority (MCTA)

## *Introduction*

MCTA is the public service transit provider in Monroe County, with minor ridership in Pike County.

## *Partnership Actions*

### **Partnership History**

MCTA has worked in partnership with DEWA to demonstrate and run a visitor bus service since the 2010 “fall foliage season” pilot project . MCTA participated as a planning partner in the *DEWA Alternative Transportation Feasibility Study, 2009*, and served as an active member of the **BVCS** committee.

### **Future Partnership Opportunities–MCTA**

MCTA has continued to provide summer transit service to DEWA visitors with free bus service for travel inside the park. With DEWA consent, MCTA can consider expanding its regular service along Route 209 beyond the southern DEWA contact station into Bushkill as an extension of that current terminus. This route modification has potential to serve people needing to reach Bushkill Outreach from the south during all four seasons.

MCTA may also:

- Continue partnering in the DEWA alternative transportation initiative
- Support DEWA/LT applications for transit-related improvements in Bushkill.
- Seek promotional support for DEWA summer bus service from LT and other partners.
- Assist DEWA in negotiations for transit service at PennDOT Park & Ride facilities.
- Consider revising headway times to extend the Yellow Route northern terminus to Bushkill Village

## MONROE COUNTY TRANSIT AUTHORITY (MCTA)

### Contact:

Name: Rich Schlameuss, Assistant  
Executive Director

Email: [rschlameuss@gomcta.com](mailto:rschlameuss@gomcta.com)

Phone: 570 839 6282, ext. 432

Website: <http://www.gomcta.com>



**Fig. 3-9** The MCTA and DEWA partnership expanded in **Spring 2012** to demonstrate the capabilities of both agencies to provide an excursion tour throughout both sides of the park for a DEWA non-profit conservation partner. Service continues.

## BUSHKILL OUTREACH (BO)

### Contact:

Name:

Kate Newman, Executive Director

Email:

bushkilloutreach@yahoo.com

Phone: 570 588 0660

Website: [http://](http://bushkilloutreach.org)

bushkilloutreach.org

## Bushkill Outreach (BO)

### *Introduction*

The Bushkill Outreach is a registered non-profit organization whose mission is a community food pantry and source of clothing for disadvantaged residents of Lehman and Middle Smithfield Townships.

### *Partnership Actions*

#### **Partnership History**

Bushkill Outreach has a long-standing partnership agreement with DEWA for over 30 years including moving its operations to the Bushkill Church and rectory. Today, the Outreach operation is the heart of community activity in Bushkill Village.

Bushkill Outreach has created a special place in the Bushkill community where people work together to help fellow residents, in a historic partnership with DEWA. Outreach manages year-round operation of two buildings within Bushkill Village.

Kate Newman, Executive Director served as the Outreach representative on the Bushkill Village study committee. Multiple volunteers from Outreach attended public meetings in support of the Bushkill Village rehabilitation.

A key person interview was held with Jerry Sayer, President and Kate Newman, at Bushkill Outreach to gain insight into the daily operation and objectives of the volunteer organization.

#### **Future Partnership Opportunities Management–BO**

The level of public and corporate giving to the Bushkill Outreach program has encouraged the organization to consider carefully expanding into related operations that will support its primary mission as well as help conserve Bushkill Village. These strategies seek to provide basic community and visitor services within the village, that may include:



**Fig. 3-10** *Bushkill Outreach is an important model for partnership with DEWA.*



- Increased open-air market functions (expand flea and farmers markets)
- Food services / convenience sales to the public (coffee, deli, sunscreen, maps, etc)
- Recreation support services (bike rentals, fishing tackle, bait, maps)

DEWA acknowledges the compatibility of these functions within the Park operation at Bushkill. The model envisioned by the Outreach is to serve as a non-profit “resident” organization of Bushkill that is able to incrementally develop these services for the community at an appropriate scale—as an alternative to waiting for an outside, for-profit company to invest in these enterprises at some future date.

As the process evolves, Outreach can:

- Continue operations in Bushkill Village
- Identify organizational goals to expand its mission in Bushkill

#### **Acquisition—BO**

- No potential acquisition targets were identified for the Bushkill Village area.

#### **Funding—BO**

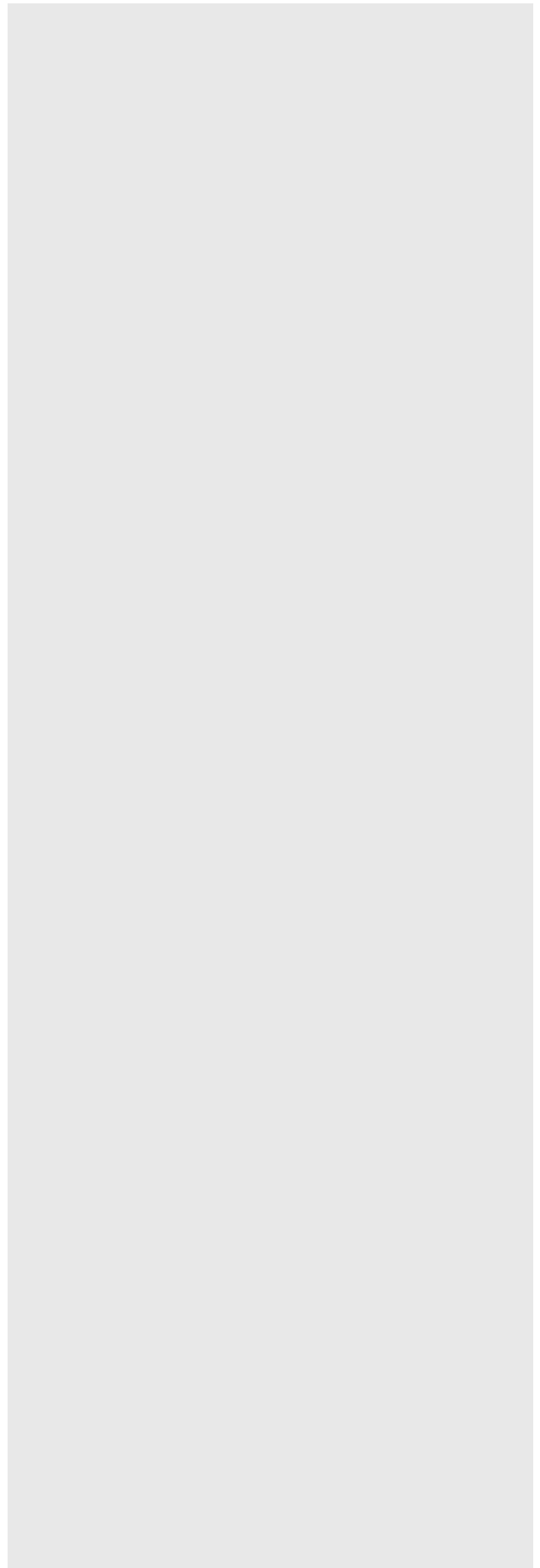
- Consider BO as a potential partner for initiatives in Bushkill

#### **Development—BO**

Bushkill Outreach inquired to DEWA regarding the potential to adapt the former gas station building (near the Meeting Center) as a small outfitter / convenience retail provider.

BO has the resources to negotiate the details for an agreement and potential funding partnerships to execute the project. Improvements details such as formalized vehicular access, parking, water, and rest facilities would need to be negotiated with DEWA. Lehman Township might be considered as a funding conduit partner.

Income from such an operation would be used to cover operation



## BUSHKILL FALLS

### Contact:

Name: Charles Eyer

Email: charlin@PTD.net

Phone: 570 421 4575

Website: [www.visitbushkillfalls.com](http://www.visitbushkillfalls.com)



**Fig. 3-11** *Bushkill Falls is an important private recreation provider and environmental partner directly upstream from Bushkill Village on the Little Bushkill Creek.*

costs, with surplus revenue targeted fund the Outreach primary mission. BO understands that DEWA is required to publically solicit developer proposals for this type of “commercial” operation.

- Consider expansion of BO mission / activities in other Bushkill Village buildings
- Explore potential adaptive reuse partnerships ib Bushkill with LT and other stakeholders

### Outreach—BO

- Continue to assist, support and publicize LT-DEWA efforts in Bushkill Village

## Bushkill Falls

### *Introduction*

Bushkill Falls is a privately-owned, historic recreation, environmental, and scenic attraction that is located upstream from Bushkill Village on the Little Bushkill Creek. Most visitors travel through Bushkill Village to reach the Bushkill Falls enclave. Bushkill Falls owners are active environmental advocates and have taken actions to protect water quality and combat Wooly Adelgid infestation of the native hemlock forest within Little Bushkill gorge.

### *Partnership Actions*

Charles Eyer, the owner and third generation Bushkill resident served on the Bushkill Village study committee.

### Future Partnership Opportunities—BF

Bushkill Falls may:

- Continue to support DCNR and DEWA initiatives to protect Little Bushkill Creek
- Identify mutual opportunities to educate about Bushkill Village and Bushkill Falls
- Work with DEWA to develop interpretive signage in Bushkill Village about the Little Bushkill Creek

# 3.2 Stakeholders

Bushkill Village stakeholders were divided into *"Key Persons"* and *"Other Potential Partners."* Key persons were identified by LT; the project committee; and the consultant team to be interviewed during the study process. Capsules of the interviews are included for each.

Other Potential Partners were identified during the study process for various reasons, including: allied support operations; funding sources; technical assistance, and advocacy. Potential partnership opportunities are identified for all Bushkill Village stakeholders.

## Key Person Interviews

### Pocono Mountains Visitors Bureau (PMVB)

#### Introduction

PMVB is the official tourist promotion agency (TPA) for the Pocono Region—specifically Monroe, Pike, and Carbon, Counties. PMVB actively promotes tourism in the Pocono Region of Pennsylvania in several ways, including:

- soliciting commercial tours to visit the Pocono region
- featuring local service providers
- providing visitor information to the public
- marketing the region’s environmental attractions

#### Interview Synopsis—PMVB

PMVB offered its capabilities to help provide guidance to LT and DEWA regarding visitor improvements at Bushkill Village that are both appropriate within the national park and would support organized tour visitation.

Pocono Mountains  
Visitors Bureau (PMVB)

Contact:  
Name: Ann Pilcher, Tourism Sales Manager  
Email: ann@poconos.org  
Phone: 570 421 5791  
Website: www.800poconos.com





In general, an increased level of visitor services and amenities will be needed to serve any commercial bus touring within Bushkill Village.

Service level is determined by the expected duration of the visit. At minimum, at the briefest stops, tour visitors expect rest facilities, refreshments, passive entertainment such as interpretive cultural walks, bike rentals, and perhaps souvenir opportunities.

Initially, tour bus loading/unloading might be considered to occur in the location identified for transit bus service, near the Turn Building.

### *Partnership Actions*

#### **Partnership History—PMVB**

PMVB works in partnership with DEWA, PennDOT, Pike, and Monroe Counties, and Bushkill area recreation and tourism service providers.

PMVB has historically provided visitor information services at PennDOT welcome centers and through several other visitor center partnerships venues around the Pocono Region.

#### **Partnership Opportunities—PMVB**

PMVB might provide a visitor information function in Bushkill, including:

- Provide advice regarding visitor service opportunities and needs at Bushkill Village
  - Ecotourism
  - Cultural tourism
  - Visitor expectations
  - Potential tour volumes
- Support DEWA-LT funding applications for Bushkill Village
- Support DEWA-MCTA visitor transit initiatives to connect visitors to the park from remote parking areas.
- Support major regional amenity improvements, such as building the McDade Trail Bridge over Bushkill Creek.

# Peters Valley Craft Center (PVCC)

## Introduction

The Peters Valley Crafts Center (PVCC) is a nationally-renowned, fine craft education center, located on the eastern side of DEWA, south of Dingmans Ferry Bridge in the historic village of Bevens on Route 560 in Sussex County, New Jersey. Peters Valley is a well known destination for people seeking to purchase high quality craftwork or instruction in a variety of traditional crafts. PVCC is a 501c3 business, managed by a board of directors, an executive director and staff that enjoys the longest-standing operating agreement with DEWA.

The non-profit organization has a 40-year history of cooperation with DEWA to lease historic structures as arts studios; conduct seasonal arts workshops and festivals; and operate an office and retail outlet that sells the wares of its member artisans to the public year round.

PVCC shares a stewardship responsibility with DEWA for the existing village structures.

## Interview Synopsis–PVCC

A meeting was held with PVCC Executive Director Kristin Muller, who spoke about the long history of the Peters Valley partnership with NPS at DEWA, and about the recent PVCC reorganization.

Peters Valley communicates with the Pocono Environmental Education Center (PEEC), another DEWA partner, and Ms. Muller supported the idea of other partners, such as Lehman Township, seeking to work with DEWA at Bushkill. Kristin explained that Peters Valley is open to communicating and possible collaborations with Bushkill partners, including Bushkill Outreach and Lehman Township.

Kristin acknowledged the destination character of Peters Valley, compared to a more “thoroughfare” character of Bushkill Village.

The average level of traffic through Peters Village is generally low, compared to traffic volume though Bushkill Village on US Route 209.

## PETERS VALLEY CRAFT CENTER

### Contact:

Name: Kristin Muller, Executive Director

Email: [info@petersvalley.org](mailto:info@petersvalley.org)

Phone: 973 948 5200

Website: <http://petersvalley.org/>



**Fig. 3-12** *The Craft Shop* is run by PVCC as a non-profit partner with a teaching operation that includes retail sales within DEWA.



**Fig. 3-13** *PVCC has a longstanding partnership agreement with DEWA that includes shared stewardship of the village structures.*

## ***Peters Valley Craft Center***

*The Peters Valley Store showcases the work of over 300 artists from across the country. The store is open year round. The Sally D. Francisco Gallery is located on the second floor of the Store & Gallery building.*

*The gallery hosts solo and group, themed exhibitions on a rotating basis throughout the year, and also offers a preview of the fine craft auction pieces that are auctioned at an annual auction and benefit dinner fundraiser every November.*

## **POCONO ENVIRONMENTAL EDUCATION CENTER (PEEC)**

### Contact:

Name: Jeff Rosalsky, CEO

Email: [jrosalsky@peec.org](mailto:jrosalsky@peec.org)

Phone: 570 828 2319

Website: [www.peec.org](http://www.peec.org)

The idea of PVCC opening an “outlet” in Bushkill Village was discussed as a possible means to increase visitor traffic through the Craft Store operation by capturing a percentage of the higher volume of drive-by customers on US Route 209 in Pennsylvania, as well as intensively marketing the attractions of the PVCC location in NJ.

Kristin was open to considering a future Peters Valley craft outlet in Bushkill Village, perhaps as a shared space with one or more of the other non-profit DEWA partners.

One strategy was that PVCC might use the Peters House, its garage, or share space in the Turn Store to create a new PVCC presence within Bushkill. A Pennsylvania location would enable the entire PVCC operation to be marketed as a “Pocono” attraction by PMVB. This concept would require approval by the PVCC Board of Directors, and would likely proceed as future alliance with local Bushkill partners. The history of partnership between PVCC and DEWA is a great advantage to the concept of welcoming a new neighbor into Bushkill Village.

## **Pocono Environmental Education Center (PEEC)**

### ***Introduction***

The Pocono Environmental Education Center (PEEC) is a 38-acre campus situated in the middle of the 70,000-acre DEWA National Park. PEEC is a non-profit 501c3 business with staff of ten permanent employees; ten to fifteen intern/ environmental educators; and resource persons to facilitate programs and daily operations. Approximately 24,000 people visit PEEC annually.

PEEC serves as the environmental education partner within DEWA and its mission is to advance environmental awareness, knowledge, and appreciation through hands-on experience in a natural outdoor classroom.



PEEC campus is located approximately eight miles north of Bushkill Village, and features residential accommodations and meal service for visiting groups.

The PEEC campus is currently a stop on the northern loop of the DEWA summer bus transit service. During weekends in those months, visitors can travel for free by shuttle between PEEC, Bushkill Village and other shuttle stop locations.

### **Interview Synopsis—PEEC**

A meeting was held with PEEC Executive Director Jeff Rosalsky to introduce the Bushkill Village conservation planning initiative.

Earlier, PEEC submitted a proposal to DEWA to adaptively reuse the Peter's House in Bushkill Village with allied non-profit groups, but the proposal did not advance.

Mr. Rosalsky was open to opportunities for PEEC to collaborate with other DEWA partners. PEEC is currently in communications with Peters Valley as well as Bushkill Outreach. The PEEC dining facility has been used by Bushkill Outreach for its annual Thanksgiving Dinner.

Mr. Rosalsky expressed interest in seeing DEWA used actively in ways appropriate for a national park. He said that he did not foresee that PEEC would have an active presence in Bushkill at this time, but thought perhaps PEEC could provide interpretive displays if other DEWA partners opened a Village venue.

### **Partnership Opportunities—PEEC**

The multiple interpretive opportunities at Bushkill hold a great potential for future learning programs to be conducted by PEEC and others within a conserved Bushkill Village cultural landscape.

## ***PEEC History***

*In 1965, by an act of the United States Congress, land along the Delaware River and Delaware Water Gap was designated as a National Recreation Area to provide recreational opportunities for American citizens.*

*The Pocono Environmental Education Center (PEEC) was established by a Memorandum of Understanding and Special Use Permit with NPS and was operated by Keystone Junior College. In 1986, PEEC incorporated as a Pennsylvania not for profit entity, received 501(c)(3) designation from the Internal Revenue Service and Tax Exempt status from the Commonwealth of Pennsylvania.*

*PEEC has the distinction of being one of the nation's seven residential environmental education centers located within the boundaries of DEWA and in partnership with that unit of the National Park Service.*



**Fig. 3-14** The PEEC dining pavilion is a multi-use educational space.



**Fig. 3-15** The PEEC Visitor Education Center (VEC) serves as the primary indoor education facility at PEEC. PEEC is the environmental education partner of DEWA and has the potential to expand its environmental programs park-wide, such as into Bushkill, especially if excursion bus service for groups can be coordinated between DEWA and MCTA. The DEWA summer bus shuttles stop at VEC.

## PIKE COUNTY LIBRARY BOARD (PCLB)

### Contact:

Name: Rob Rohner, President

Email: lehmanpk@ptd.net

Phone: 570 588 9365

Website: <http://www.pcpl.org/index.php>

## Pike County Library Board (PCLB)

During the course of the Bushkill Village study, the Pike County Library Board (PCLB) was engaged in planning a new library facility in Milford, PA. For some time, the Board has also considered the idea of a branch library facility to serve the southern side of the county.

The Bushkill Village study team made a presentation to PCLB regarding possible adaptive reuses within Bushkill Village for such as development. PCLB took the presentation under consideration. Three properties were identified that were potentially feasible to serve a library function within Bushkill Village. A discussion of each includes:

- **Turn Building** – This is the only privately-owned commercial property in the Village. The building area may be sufficient for library use, however a public use would remove the property from its highest potential use as commercial food service and convenience sales. Upstairs use would require an elevator. User parking terms would likely need to be negotiated with DEWA. Recent commercial renovation precludes this option.
- **Post Office** – DEWA has the former post office building listed for demolition. According to DEWA, the building has structural issues that need to be resolved for re-use. Access and parking are also issues that would require DEWA approval for users to reach the site and to provide ADA access to the first floor. The post office is much less historically significant and would likely require a lesser level of restoration treatment than the Peters House.
- **Peter's House** – This property is DEWA historic preservation priority in Bushkill Village. Resources have not been available through NPS to completely rehabilitate the structure to meet the Secretary of the Interior's Standards. Past proposals to rehabilitate the building for profit and non-profit uses, were considered by DEWA to be not compatible.



**Fig. 3-16** *The Pike County Library Board is a potential DEWA partner to rehabilitate the Peters House as a branch library.*

- Adaptive reuse of Peters House as a branch library is considered a potentially appropriate public use by DEWA.

### **Partnership Opportunities—PCLB**

- Conduct a feasibility study to adapt the Peters House to library use. A Peters House rehabilitation project may be positioned to be eligible for multiple funding sources that can contribute to its rehabilitation. The first step is to conduct a feasibility study.
- Organize a partnership to pursue funding rehabilitation opportunities. Potential sources and eligibility include:
  - PennDOT – Transportation Enhancements - as a scenic resource
  - PA Department of Community and Economic Development (DCED) - as community development
  - Pike County Library Board (PCLB) – as a public service
  - Pike County – as a scenic resource, public use

## **Kittatinny Canoes (KC)**

### **Interview Synopsis—KC**

Kittatinny Canoes was established in 1941 as a family-owned and operated business by the Jones family. Today the recreation business serves customers within DEWA and the Upper Delaware National Scenic River Area.

Owner, Ruth Jones was interviewed to determine if KC would have an interest in potential partnerships with DEWA at Bushkill. Ms. Jones stated that the river has been her playground since her earliest memory and still is today. She believes that people cannot keep taking away from a resource without giving something back.

KC spends over \$30,000 annually to sponsor a river cleanup every July. Ruth says that the Delaware has provided a wonderful life for her parents, herself and her family, and the Jones Family will continue

### **KITTATINNY CANOES (KC)**

#### Contact:

Name: Ruth Jones, President,  
Owner

Email: [Rmjones1941@yahoo.com](mailto:Rmjones1941@yahoo.com)

Phone: 800 356 2852

Website: <http://kittatinny.com>





## SHERMAN THEATER (ST)

### Contact:

Name: Richard Berkowitz

Email: rich@shermantheater.com

Phone: 570 420 2808

Website: www.shermantheater.com



**Fig. 3-17** A historic photo of the Sherman Theater interior.



**Fig. 3-18** Concert goes at the Sherman Theater in downtown Stroudsburg.

to preserve its beauty by keeping it clean and pure for future paddlers.

KC services focus on river recreation and the company had no interest at this time to expand into bike rentals to serve McDade Trail users.

### **Potential Partnership Actions—KC**

KC has established a remarkable record of cooperation with DEWA and the company can be used as a model of an environmentally-conscious DEWA business partner for future Bushkill Village concessionaires.

## Sherman Theater (ST)

### *Introduction*

The Sherman Theater has a rich history, with many changes and efforts to restore it to its rightful stature as a an arts center in Stroudsburg.

By 2012, over 90,000 people had visited the Sherman since its rebirth, and the facility has significantly helped to revitalize downtown Stroudsburg.

Once known for such humanitarian efforts as a shelter for the community during a flood, the Sherman Theater is again heavily involved with the community, donating proceeds from the Opening Gala to the Pocono Arts Council and the Youth Advocacy Group, and opening its doors to an array of community groups and benefits.

### *Partnership Actions*

### **Interview Synopsis—ST**

According to President Richard Berkowitz, ST is interested in developing and promoting performance venues of all scales throughout the Stroudsburg region.

Under the right partnership scenario, ST can envision the possibility of staging small performances within a Bushkill Village venue—if it existed—such as using a rehabilitated Train Station platform as a covered stage, similar to a traditional town square bandshell.

## Shawnee Inn & Golf Resort

### Introduction

Shawnee Inn and Golf Resort is located in Shawnee on Delaware, directly south of the southernmost tip of DEWA in Pennsylvania. The owners, Charles and Virginia Kirkwood run the family business, and are known for their interest in community affairs and philanthropy, including the Shawnee Playhouse and the non-profit Shawnee Institute.

Mr. Kirkwood was interviewed during the study, and was pleased to hear that efforts were underway to conserve Bushkill Village. Like many local people, Mr. Kirkwood has recollections of life in Bushkill Village as a child.

Regarding the general recreation market in the Minisink area, Mr. Kirkwood expressed concerns about adding more visitor service capacity at this time, but understood the strategy to reopen the Turn Store.

## Chant Realtors

Chant Realtors were contacted regarding Bushkill Village rehabilitation. Mr. Chant had previously inquired with DEWA regarding adaptive re-use of the Peters House as a professional office. This proposal was not accepted by DEWA.

Mr. Chant has also represented parties interested in purchasing the Turn Store.

### SHAWNEE INN/GOLF RESORT

Contact:

Name: Charles Kirkwood, President  
Email:  
Phone: 570 424 4000  
Website: [www.shawneeinn.com](http://www.shawneeinn.com)

### CHANT REALTORS

Contact:

Name: Davis R. Chant  
Email: [dchant@chantre.com](mailto:dchant@chantre.com)  
Phone: 570 296 7717 ext. 114  
Website: <http://www.chantre.com>

## FEDERAL TRANSIT ADMINISTRATION (FTA)

### Contact:

Name: Brigid Hynes-Cherin,  
Regional Administrator, Region 3

Phone: 215 656 7100

Website: <http://www.fta.dot.gov>

## James Arnot

James Arnot served as the former Chief Ranger for NPS at DEWA during the tumultuous years in the 1970s when the Tocks Island Dam was still an active project by the Army Corps of Engineers.

Mr. Arnot remains a resident of the Bushkill area. He supports the concept for adaptive reuse of Bushkill Village resources for increasing public access to DEWA.

## John Siptroth

John Siptroth served as the State Representative who supported the funding application and development of this study by Lehman Township. He remains a resident of Monroe County, serves as a commissioner on the Delaware River Joint Toll Bridge Commission and a supporter of Bushkill Village revitalization.

## Potential Partners

### Federal

#### *Federal Transit Administration (FTA)*

#### *The Paul S. Sarbanes—Transit in Parks Program (TRIP)*

NOTE: This program was not renewed under Map 21 legislation.

TRIP was established to address the challenge of increased vehicle congestion in and around US national parks and other federal lands in an effort to improve visitor experience and protect the environment.

This program provided funding for alternative transportation systems, such as shuttle buses, rail connections and even bicycle trails. The program sought to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities. The program was administered by the U.S. Department of Transportation, together with the Department of the Interior and the U.S. Forest Service.



Eligible recipients included state, tribal, or local governmental authorities with jurisdiction over land in the vicinity of an eligible area acting with the consent of the Federal Land Management Agency (FMLA). Eligible projects included the communities and land surrounding these federal lands.

Eligible activities for TRIP funds included capital and planning expenses for new or existing alternative transportation systems in the vicinity of an eligible area. Alternative transportation includes transportation by bus, rail, or any other publicly available means of transportation and includes sightseeing service. It also includes non-motorized transportation systems such as pedestrian and bicycle trails. Operating costs, such as fuel and drivers' salaries were not eligible expenses.

#### **Partnership History—Sarbanes TRIP**

In June 2010, Lehman Township and DEWA partnered to apply for a TRIP grant funding for environmental assessment / planning tasks for improving the bus service facilities in Bushkill Village as a priority transit-oriented recreation and cultural site.

TRIP funds were requested to advance transit site planning in Bushkill in anticipation of design and construction in the subsequent phase. The application was not awarded in that round, but the source was highly compatible with many elements proposed in the *BVCS*.

Discretionary grant programs (competitive) that Congress appropriated funds for in Fiscal Year included 2012 Paul S. Sarbanes Transit in Parks Program (5320) A total of \$40.8M for 58 projects were available until expended. The Fiscal Year 2011 Paul S. Sarbanes Transit in Parks Program (5320) posted funds on March 10, 2011 and closed May 9, 2011. Total program funding for the previous year was estimated to be \$25M for a total of 45 programs.

#### **DEWA Grant Award—Sarbanes TRIP**

Four Pennsylvania projects including the project Visitor Shuttle ATS Study – Pilot Operation for the Delaware Water Gap National

Recreation Area are listed to receive funds for FY 2011-2012 for a total amount of \$2,026,758. The Visitor Shuttle ATS Study – Pilot Operation is a study on alternate transportation systems to reduce traffic and congestion and was awarded \$530,000 for Fiscal Year 2012.

### **Partnership Actions—FTA**

Identify any “alternative” programs from FTA—that may be relevant for Bushkill transit improvements

DEWA has discretion to submit applications for most federally-funded programs for DEWA-related transit / transportation improvement projects. The **BVCS** has identified Bushkill Village as a priority transit site within DEWA and LT may be eligible, in partnership with DEWA, to submit for other transit-related grant programs. Elements of the **BVCS** for transit/transportation improvements include planning, design and construction of:

- Bus stop / intersection / crosswalk improvements,
- Shuttle turnaround and parking improvements.
- Bus shelter and transit user amenities,
- Pedestrian and signage improvements
- “Green” facilities that support transit
- McDade Trail and trailhead / intermodal improvements
- Other

### ***Federal Highway Administration (FHWA)***

The FHWA administers discretionary programs through various offices that represent special funding categories where FHWA considers candidates and selects projects for funding based on applications received.

Each program has its own eligibility and selection criteria that are established by law, by regulation, and administratively. These programs are frequently modified.

Several FHWA Transportation funding programs may have applicability to Bushkill Village improvements include:

## **FEDERAL HIGHWAY ADMINISTRATION (FHWA)**

### **Contact:**

Name: Gary Jensen, Office of  
Planning, Environment, and Realty

Email: [gary.jensen@dot.gov](mailto:gary.jensen@dot.gov)

Phone: 202 366 2048

Website: <http://www.fhwa.dot.gov/>

## *Transportation Alternatives (TA)*

### **Introduction**

The Transportation Alternatives (TA) program was modified within the MAP21 legislation from the previous Transportation Enhancement (TE) program under the former SAFETEA-LU legislation.

The TA program is intended to expand surface transportation choices and enhance the transportation experience through nine (9) primary project eligibility categories related to surface transportation, including pedestrian and bicycle infrastructure, scenic and historic highway resource conservation, scenic beautification, and transportation-related stormwater management.

Federal agencies are not eligible applicants for this federally-funded program. LT is eligible to apply for TA-eligible improvements for Bushkill Village in partnership with DEWA. MCTA is also an eligible agency for TA project funding.

Strong support will be required from Pike County and Monroe County. LT should work with DEWA to identify common priorities for TA applications. Continued TA funding is contingent upon reauthorization of transportation legislation by Congress.

### **Partnership History**

LT applied for FHWA funding through the TE program, administered by PennDOT for the Turn Store rehabilitation project in 2011. These applications are competitive regionally and require strong county partnerships to be established in advance to support a project at the regional review level. The application was not supported by NEPA.

## *National Scenic Byways Program (NSBP)*

### **Introduction**

NOTE: **this program was discontinued under MAP21 legislation.**

The National Scenic Byways Program (NSBP) recognized roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. NSBP funding supported projects that

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## PUBLIC LANDS HIGHWAYS

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## Eligible TA Application Categories

1. **Construction, planning, and design of on-road and off-road trail facilities** for pedestrians, bicyclists, and other nonmotorized forms of transportation.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. **Conversion and use of abandoned railroad corridors** for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
4. **Construction of turnouts, overlooks, and viewing areas.**
5. Community improvement activities, including:
  - inventory, control, or removal of outdoor advertising;
  - **historic preservation and rehabilitation of historic transportation facilities;**
  - **vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control;** and
  - **archaeological activities** relating to impacts from implementation of a transportation project eligible under 23 USC.
  - **Any environmental mitigation activity,** including pollution prevention and pollution abatement activities and mitigation to:
    - **address stormwater management,** control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
    - **reduce vehicle-caused wildlife mortality** or to restore and maintain connectivity among terrestrial or aquatic habitats.

manage, protect and interpret these intrinsic qualities for visitors, and improve visitor facilities along byways.

The NSBP provided funding to states and Indian tribes to implement projects on highways designated as National Scenic Byways; All-American Roads; America's Byways®; state scenic byways; or Indian tribe scenic byways; and to plan, design, and develop a state or Indian tribe scenic byway program.

FHWA sought grant proposals annually for National Scenic Byways Program funding considerations. Approximately \$21.75 million was anticipated for award in FY 2012. The last application deadline was March 31, 2012.

### *Public Lands Highways Discretionary (PLHD)*

NOTE: **this program was discontinued under MAP21 legislation.**

The Public Lands Highway Discretionary (PLHD) Program provided funding for transportation planning, research, and engineering and construction of highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and federal public lands, including national parks, refuges, forests, recreation areas, and grasslands.

PLHD funds were used for any type of Title 23 transportation project providing access to or within federal or Indian lands and may be applied as the state/local matching share to match apportioned Federal-aid Highway Funds, as provided by 23 U.S.C. § 120(l).

The estimated amount of PLHD funds available for grants in 2012 was \$45M. The last application deadline was March 31, 2012.

This program was highly relevant to all transportation-related project funding in DEWA and Bushkill Village. LT or DEWA were eligible as an applicant.

An alternative to the PLHD program should be investigated under the MAP21 "Federal Lands and Tribal Programs." This might include the Federal Lands Transportation Program (FLTP).

## *Transportation, Community, and System Preservation (TCSP)*

### **Introduction**

The Transportation, Community, and System Preservation (TCSP) Program was established under the MAP21 legislation to provide funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

Federal agencies are not eligible for TCSP funds.

States, metropolitan planning organizations, local governments, and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

### **Partnership Actions**

Negotiate a comprehensive partner application strategy—between LT and DEWA for FHWA funding options

Potentially eligible projects in Bushkill include, but are not limited to:

- Route 209 – SR 2001 intersection
- Visitor service site – investigations / planning
- McDade Trail Bridge over Bushkill Creek – design / construction
- Peter's House – rehabilitation of a scenic resource

## TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION (TCSP)

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## US FOREST SERVICE (USFS)

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## *US Forest Service (USFS)*

### **Introduction**

US Forest Service programs may be relevant to Bushkill Village, specifically regarding the potential to develop district heating of village structures using biomass fuel.

DEWA has convened with USFS for a preliminary assessment of these systems to be potentially applicable to areas within the national park.

Bushkill Village is a location with potential need and possibly the threshold number of structures that may warrant such a system. DEWA has downed timber available from park maintenance operations that may be possible to convert from raw material to fuel. Fuel processing locations would be an important determinant of feasibility of the system for DEWA operations.

### **Partnership Actions**

Conduct a feasibility study for biomass district heating system at Bushkill – Bushkill Village may be an appropriate complex to develop a district heating system that could serve existing habitable structures, with the potential to add capacity for future DEWA improvements.

Interpret forestry history and sustainable environmental practices at Bushkill – Bushkill was historically a timbering center, with a logging railroad terminal located at the heart of the village. A forestry theme may be pursued within the site interpretation and may also address modern environmental issues that affect public and private forests in the Bushkill and Little Bushkill Creek Valleys.

Seek development project partnerships in Bushkill with USFS – DEWA was the steward of the timber harvested inside the park for the PennDOT Route 2001 improvement project. In the past, USFS has administered funding programs for partnership projects that utilized such timber resources to create public improvements. There may be special opportunities for such partnerships with NPS.



## *Grey Towers*

### **Introduction**

Grey Towers was built in 1886 by James and Mary Pinchot as a summer retreat. It was James who first recognized the reckless destruction of natural resources that was overtaking the nation in the 19th century. James encouraged his eldest son Gifford to consider a career in forestry, which resulted in Gifford establishing the American concept of conservation.

Grey Towers Heritage Association (GTHA) supports efforts to preserve and maintain the estate's historic integrity as the historic headquarters of the US Forest Service, to continue the tradition of Pinchot hospitality and to strengthen Grey Towers' connection to our community. GTHA helps support public programs that tell the story of how the Pinchot family helped shape America's approach to conservation.

### **Partnership Actions**

There may opportunities to collaborate with Grey Towers, as the "home town" office of USFS to develop partnership projects at Bushkill Village. Bushkill can serve as a highly public location to interpret the history of the forest industry (logging railroad) in the Pocono Region. Grey Towers may be able to assist Bushkill partners to develop interpretive and educational forestry exhibits at Bushkill, that also introduce and help direct visitors to Grey Towers located at the northern end of DEWA.

## *US Department of Agriculture (USDA)*

### **Introduction**

The USDA has a long history of supporting research and development of renewable energy resources, and is deeply involved in and committed to the nation's quest for energy security.

The Food, Conservation, and Energy Act of 2008 Act (Farm Bill) provided over \$1 billion of mandatory funding during a 5-year period to support a comprehensive approach to energy efficiency and

## **GREY TOWERS (GT)**

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renewable energy development in rural America. The Farm Bill programs were designed to increase America's energy security, improve the environment, and strengthen rural economies through development and production of renewable energy and the creation of sustainable green jobs.

USDA has programs to assist farmers, forest landowners, rural businesses, rural residents, and the nation to respond to energy-related issues and opportunities. These range from basic scientific research to the development and commercialization of new technologies. They include outreach and education, technical assistance programs, financial support for infrastructure, and the adoption of bio-based and energy-saving products by USDA itself.

USDA has supported efficient farming and sustainable feedstock production and management techniques; geothermal facilities; solar and wind farms; current and advanced bioenergy production supply chains; and biochemical and genomics research. USDA also supports modernization of the rural electric grid to support renewable energy development to move renewable electricity to markets, as well as the deployment of smart grid technologies.

USDA recognizes that renewable energy, energy efficiency, and conservation programs provide opportunities for economic growth and prosperity in rural America. USDA further recognizes that energy conservation in the production of food and other consumable products is important to producer and market costs, reduction of greenhouse gas emissions, and resource conservation.

### **Partnership Actions**

Conduct a Comprehensive Review of USDA Programs Applicable to Bushkill Projects – USDA programs that fund energy conservation and rural development for various public and private enterprises should be considered once Bushkill priorities are confirmed by DEWA. There may be flexibility regarding which Bushkill partners are the optimum applicant for specific projects under various programs, including; for profit, non-profit, and municipalities applicants. Small

business loans may be applicable to restarting a commercial service operation in the Turn Store. Energy conservation loans may be applicable to rehabilitating the Peter’s House, the Turn Store or the Outreach buildings.

*US Department of Energy (DOE)*

**Introduction**

The mission of the US Energy Department is to ensure America’s security and prosperity by addressing its energy, environmental and nuclear challenges through transformative science and technology solutions.

**Partnership Actions**

Conduct a comprehensive review of USDOE Programs to determine if any are applicable to DEWA priorities at Bushkill. Village

State

*PA Department of Environmental Protection (DEP)*

**Introduction**

DEP has jurisdiction over waterways and wetlands in Pennsylvania and shares responsibilities with the county conservation districts to enforce federal NPDES permitting. DEP also administers the state Growing Greener grant program that has been historically targeted toward water resources restoration and other state environmental objectives.

**Partnership Actions**

Seek DEP funding for environmental/ educational projects in Bushkill

There may be opportunities for LT and DEWA to secure DEP grant funds to address conservation issues identified along the Little Bushkill corridor near its confluence with Bushkill Creek in the heart of Bushkill Village. LT and partners can seek to negotiate DEP funds to restore and interpret waterways in Bushkill. Extant elements of the former mill race and mill pond remain in the historic floodplain of Bushkill Village. These resources pose potential erosion issues as well

**PA DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)**

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**PA DEPARTMENT OF  
COMMUNITY AND ECONOMIC  
DEVELOPMENT (DCED)**

Contact:

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systems-and-websites/](http://www.dced.state.pa.us/systems-and-websites/)

as potential beneficial stormwater treatment options. DEP and PCCD might be integral partners in remediation efforts.

*Pennsylvania Historical and Museum Commission  
(PHMC)*

PHMC was created in 1945 and is responsible for the collection, conservation, and interpretation of Pennsylvania's historic heritage.

Seek PHMC Technical Assistance with Interpretive Development in Bushkill and National Historic Register designation for DEWA.

*PA Department of Community and Economic  
Development (DCED)*

**Introduction**

DCED assists Pennsylvania communities and businesses with development and rehabilitation projects.

Eligible DCED applicants include municipal governments. Inter-municipal and inter-county projects are high priority targets for DCED funding. State elected officials representing multiple districts can work together effectively to help negotiate funding for cooperative projects.

A local example is a Monroe County Gaming Commission grant award for Lehman Township Park that was administered through DCED. One potential cooperative, high priority project in Bushkill might be the Peters House rehabilitation / adaptive reuse.

DCED also administers the Greenways Trails and Recreation Program (GTRP) with similar goals as the DCNR C2P2 funding program, and the two are eligible to match each other.

Another DCED program with potential relevance to Bushkill Village initiatives is the Multimodal Transportation Fund that may be used for development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

Most DCED grants are administered through the Commonwealth Financing Authority (CFA).

### **Partnership Actions**

Seek partnerships for DCED / Gaming Commission funding for priority Bushkill Village Conservation projects—including the Peters House and other conservation priorities. LT is eligible.

Seek options for DCED Multi-modal Transportation funding.

## **Regional**

### ***Northeastern Pennsylvania Alliance (NEPA)***

#### **Introduction**

NEPA is a private, non-profit organization that provides leadership, research, planning, expertise and services to local municipalities and economic development districts in Northeastern Pennsylvania, and coordinates partnerships with local government agencies, businesses, institutions, and individuals through federal and state programs.

NEPA manages regional transportation planning initiatives in PennDOT District 4 (Pike County) and PennDOT District 5 (Monroe County, including administration of the TA project selection process for all the counties of the northeast Pennsylvania region.

LT has competed successfully in this forum to secure funding for this **BVCS** project. LT also competed in a special TE funding round by NEPA to secure funding for the Turn Building rehabilitation, but the funding was not granted.

### **Partnership Actions**

Present the **BVCS** at a NEPA Meeting—to introduce the partnership project to the organization representatives in preparation for future grant applications. Pike County is the key Bushkill Village ally on the NEPA selection committee.

### **NORTHEASTERN PENNSYLVANIA ALLIANCE (NEPA)**

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### **STATE LEGISLATORS**

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#### **Contact:**

Name: Lisa Baker, State Senator Pennsylvania 20<sup>th</sup> District

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## DELAWARE RIVER BASIN COMMISSION (DRBC)

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drbc/](http://www.state.nj.us/drbc/)

## *Delaware River Basin Commission*

### Introduction

The Delaware River Basin Commission is comprised by the states of Delaware, New Jersey, Pennsylvania and New York—and the federal governments to manage the Delaware River system.

DRBC manages programs and budgets to protect the water quality, water supply allocation, water conservation initiatives, watershed planning, drought management, flood loss reduction and recreation. It is funded by project review fees, water use charges, fines and grants and supposedly with federal funds.

DRBC has extensive archival resources regarding Delaware River water issues and specifically historic records concerning plans for dams at Walpack Bend and Tocks Island. These records, combined with information from DEWA archives would be invaluable to interpreting the 20<sup>th</sup> Century history of Bushkill Village and the entire Minisink area.

### Partnership Actions

Request assistance from DRBC to develop a interpretive system for Bushkill Village.

## County

### *Monroe*

### Introduction

Monroe County has several common interests with Lehman Township. LT shares resources with Monroe County, including school facilities operated by East Stroudsburg School District (ESSD) in Lehman Township. ESSD buses children through Bushkill Village daily.

Lehman Park was developed to create ball fields that will be used by residents of both Monroe and Pike. The importance of cooperation between two counties and its municipalities was clear by the

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funding from Monroe County gaming revenues that were granted to Lehman Township in 2010 to develop the Lehman Park recreation fields.

Similar support can help rehabilitate at-risk resources such as the Peters House and other priorities that are important to the heritage and recreation opportunities of both counties.

Both Pike and Monroe counties have stakes in completing the McDade Trail through Bushkill. The Monroe County Open Space and Recreation Plan of 2105 identifies DEWA as a major recreation resource for the County.

Monroe can support the completion of the Bushkill Creek Trail Bridge as a priority as well as other Bushkill Village Initiatives.

## Non-Profits

### *Friends of the Delaware Water Gap (Friends)*

#### **Introduction**

The Friends are long-standing partners with DEWA, whose volunteers operate a souvenir shop within the NPS Meeting Center building in Bushkill. The Friends' presence is at times the "face" of the park at Bushkill, since the Meeting Center is otherwise not open regularly by DEWA as a visitor services center.

The Meeting Center at Bushkill is located and signed as if it would be a logical place for visitors to stop for orientation to DEWA. Visitor expectations at Bushkill are issues that DEWA and the Friends are not currently prepared to address with full-time personnel. Friends operate with volunteers which limits the hours that the Bushkill shop is open for visitors.

#### **Partnership Actions**

There may be a potential for the Friends to partner with Bushkill Outreach to share resources – especially if their public operations

### **FRIENDS OF THE DELAWARE WATER GAP**

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## TIMBER FRAMERS GUILD OF NORTH AMERICA (TFGNA)

### Contact:

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**Fig. 3-19** The Timber Framers Guild convened to build the 120-foot Gift Covered Bridge in Ontario for the City of Guelph in 1992 .

The Guild has also rebuilt two CCC-era timber pavilions directly for the US Forest Service—the Dolly Copp Pavilion in the White Mountains National Forest in New Hampshire and a pavilion in Talledega National Forest In Alabama.

were under the same roof. The possibility might be explored to determine if the two organizations could share their public operations – either in the former gas station building or within the Meeting Center.

A sharing arrangement might combine services and conveniences for the public, including; souvenirs, food, and recreation equipment rentals in one location. By coordinating shared staff resources, a joint operation might become a “greeting center” as volunteers serves as community ombudsmen for visitors seeking human contact and information from friendly local folks upon arrival in Bushkill.

### *Timber Framers Guild of North America (TFGNA)*

#### Introduction

The Timber Framers Guild was born in 1985 as a nonprofit, educational organization. A core group of framers met in their houses and at workshops to plan a charter conference in June 1985 where 200 enthusiastic people met in a spirit of discovery and fellowship to create the “Guild.” The Guild is dedicated to establishing training programs for dedicated timber framers; disseminating information about timber framing and timber frame building design; displaying the art of timber framing to the public; and generally serving as a center of timber framing information for the professional and general public.

The Guild is also dedicated to preserving the craft knowledge and artifacts of historic timber structures in North America, and regularly conducts construction and rehabilitation partnership projects with local communities, and government agencies, including the US Forest Service. An active Guild membership has convened many times to construct all types of timber bridges, pavilions, and other civic structures as a means to transfer craft knowledge within the Guild and disseminate the craft to the general public.

#### Partnership Actions

With the right project, there is a great potential for the Guild to

collaborate with LT and DEWA in Bushkill to rehabilitate / recreate interpretive historic structures such as the Bushkill Train Station Pavilion; an interpretive Mill frame, a farmers market / bus stop pavilion, and other timber structures as may be approved by DEWA.

*National Trust for Historic Preservation (NTHP)*

**Introduction**

The National Trust for Historic Preservation was founded in 1949 to protect historic buildings and neighborhoods from deteriorating and being demolished. It is a private, non-profit organization that leads, educates, advocates and provides resources that preserves historic places in the United States. NTHP provides funding opportunities to non-profit organizations and public agencies as well as grant programs with three application deadlines on the first of February, June and October.

**Partnership Actions**

This national organization has influence to help attract support for endangered historic resources. The Peters House in Bushkill could become the initial project in a cooperative preservation program for the significant historic resources park-wide within DEWA.

*Historic Society(s)*

Historic societies may be able to assist LT, Pike County, DEWA, and other partners to fund capital improvements, maintenance, and / or operations of the Peters House in Bushkill Village.

The possibility exists that museum functions could occur within the Peters House, perhaps in collaboration to reuse it as a Pike County Library facility.

Historic societies may be able to collaborate with the DEWA cultural resources staff to design and populate exhibits of area artifacts that will help educate people about the various periods of historic significance in Bushkill. Historic societies hold potential to solicit private donations for high priority, high-profile preservation projects.

**NATIONAL TRUST FOR  
HISTORIC PRESERVATION  
(NTHP)**

Contact:

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## State Police

The PA State Police have jurisdiction of Bushkill Falls and Milford Roads to the intersection of Route 209. This overlaps with DEWA rangers who use the state highway to access DEWA properties.

Bushkill Village is an important location for both forces. There may be an opportunity to establish a satellite facility within the Bushkill Village where patrol officers may share a remote office. Such a facility could become known as a recognized security presence in the community and foster communication between departments.

## Fire Company/ EMS

The volunteer fire company can be a presence in the community in several ways. The company can hold practice drills for Village structures and coordinate with DEWA emergency forces on emergency responses of various types.

# 3.3 Meetings

Several types of meetings were conducted to develop the *BVCS*. In total, seven (7) committee meetings and five (5) public meetings were held and funded by two different programs. Committee and public meetings were held at Bushkill Township Municipal Building. Public notification for these meetings was administered by LT as advertisements in the local Pocono Record newspaper.

## Committee Meetings

- 1 - Jul. 14, 2010, 3:00pm      Project kick-off, present base data
- 2 - Aug. 16, 2010, 3:00pm      Initial concepts / brainstorming
- 3 - Sep. 22, 2010, 3:00pm      Present concept alternatives
- 4 - Oct. 27, 2010, 3:00pm      Present Draft-feasible alternatives
- 5 - Nov. 17, 2010, 3:00pm      Review final draft, next steps
- 6 - Mar. 9, 1011, 3:00pm      Review DCNR objectives \*
- 7 - Apr. 13, 2011, 3:00pm      Present Final *BVCS*\*

## Public Meetings

- 1 - Jul. 22, 2010, 7:00pm      Project kick-off, present base data
- 2 - Sep. 22, 2010, 7:00pm      Present concept alternatives
- 3 - Oct. 27, 2010, 7:00pm      Present Draft feasible alternatives
- 4 - Mar. 9, 1011, 3:00pm      Review DCNR objectives \*
- 5 - Apr. 13, 2011, 3:00pm      Present Final *BVCS* \*

*Note: Meetings were funded by the PCTI program, except those indicated as (\*) were funded under the DCNR C2P2 program.*

## Other Meetings

Visioning and key stakeholders meetings were reprogrammed as other meetings and key person interviews, including one meeting with the Library Board on 12/15/10, and one with the NPS on 1/28/11.

## Section 4

### Conceptual Alternative



**Fig. 4-1** Aerial of Bushkill Village—circa 1967



**Fig. 4-2** Model of 21st Century Bushkill Village cultural landscape.

#### Conservation Goals for Bushkill Village

1. *Fulfill Expectations for Bushkill Village*
2. *Celebrate Bushkill as a DEWA Gateway*
3. *Conserve extant resources*
4. *Envision Bushkill as a thoroughfare and destination*
5. *Evolve Bushkill as a multi-modal hub*
6. *Focus on economic / service improvements*
7. *Begin treatments at a village scale*
8. *Promote as an eco / heritage destination*
9. *Bring people back to Bushkill*
10. *Invest in partnership building*
11. *Carry out strategic improvements*

## Methodology

Results of the study inventory and the community visioning process were analyzed to develop eleven (11) **Conservation Goals** (Section 4.1) that guided development of a *Conceptual Alternative* to conserve the Bushkill Village Cultural Landscape. **Action Types** (Section 4.2) are described as five generalized categories of action strategies.

The Conceptual Alternative for Bushkill Village is expressed as eighteen (18) administrative and site-specific **Suggested Action Strategies** (Section 4.3). These elements are those considered to be appropriate within a national park; to meet DEWA mission-critical criteria; and to be worthy of consideration under the current 1987 DEWA GMP. Each was intended to be flexible within the NPS system of resource management. Graphic representations of concepts were created with narratives.

**Management Alternatives** (Section 4.4) suggest potential management models for LT / partner interaction with DEWA. Four **Implementation Principles** (Section 4.5) are intended to guide the conservation process over time. **General Costs** (Section 4.6) are estimated for the 18 action strategies as a preliminary basis to pursue project funding in subsequent phases.

## 4.1 Conservation Goals

### 1. Fulfill Expectations for Bushkill Village

The cultural resources that remain in Bushkill Village can be conserved and adaptively rehabilitated to fulfill multiple DEWA goals as described in the GMP.

LT and partners understand the opportunities and challenges to accomplishing elements of this **BVCS**, and are ready to perform their parts to assist DEWA to achieve this multi-phased strategy.



## 2. Celebrate Bushkill as a DEWA Gateway

Bushkill Village has historically been a strategic location. After a half century since the “DEWA era” began, Bushkill remains known as a symbolic and functional gateway into this national park.

## 3. Conserve Extant Resources

Conserving the remaining cultural resources within Bushkill Village is the key to successfully interpreting its cultural landscape. Appropriate adaptive re-uses for the Peters House, Turn Store, and gas station are essential to enable Bushkill Village to redefine its role of active community center within a 21st Century DEWA.

Individual conservation projects will support and stimulate other creative partnerships. Bushkill Village and DEWA are within the DCNR Pocono Forests and Waters “*Conservation Landscape*” of Pennsylvania—and the national park offers the potential to unite appropriate conservation, recreation, and economic development efforts.

## 4. Envision Bushkill as a Thoroughfare and Destination

Bushkill was a crossroads and a destination before federal acquisition and policy de-emphasized human activities in this location. The **BVCS** describes a vision to conserve Bushkill Village as a vital place of human activities once again—by combining smart transportation practices with appropriate land uses and sustainable resource conservation strategies.

In a re-envisioned 21st Century Bushkill Village, DEWA and partners can deliver multiple mission-critical services and activities within a highly-traveled cultural landscape that remains rich with recreation and interpretation opportunities.



**Fig. 4-3** *Main Street (Route 209 looking south) before federal acquisition. The Turn Store (center) was never acquired and still stands today. DePues Restaurant and Bar (on the right) and the commercial building directly south of the Turn Store were razed for Tocks Island Dam. The mill (in the distance) burned down after the dam project was halted.*



**Fig. 4-4** *The Turn Store retains its iconic character almost 50 years after congressional authorization of the Tocks Island Dam. The structure is a cultural cornerstone and economic opportunity for a 21st Century cultural landscape at Bushkill Village.*



**Fig. 4-5** *A historic aerial photo of Bushkill Village commercial center—before the Tocks Island project began claiming properties. Fifty years later, appropriate commercial services can be re-established to support DEWA visitors and the local community.*





**Fig. 4-6 Turn and Cook Store**—The historic photo shows the Turn Store in an earlier incarnation. The store remains but the attached Tinsmith Shop (on right) was razed for parking to enable commercial operation to resume within the main store.



**Fig. 4-7 An adaptive reuse of the Turn Store** can be targeted toward a recreation visitor population and also serve the local community—especially if it is managed to help sustain the Bushkill Village cultural landscape.



**Fig. 4-8 A model of the conceptual alternative for the Bushkill Village cultural landscape**—shows the Turn Store and Peters House as historic village cornerstones along the US Route 209 corridor. Other features are proposed—such as pavilions to interpret the former Train Station, Grist Mill, and a “Market Pavilion” to re-establish a streetscape scale of former commercial facades. Interpretive features will serve modern recreation, transportation, and economic uses.

## 5. Evolve Bushkill as a Multi-Modal Hub

The NPS “Alternate Transportation Study,” its summer bus transit service; and the major trailhead of the McDade Trail all clearly establish Bushkill Village as a multi-modal “hub” within DEWA. The **BVCS** supports DEWA multi-modal initiatives in all aspects.

## 6. Focus on Economic/ Service Improvements

The cultural resource conservation strategy suggested for Bushkill Village is practical, not nostalgic. Conserving the Turn Store and rehabilitating it to resume its former “convenience” commercial services in Bushkill Village is a functional goal of the DEWA GMP.

The Turn Store can be a “micro” economic generator and modern cultural resource that, when functioning again, will help re-establish and attract an active community life in Bushkill that supports the needs of both local residents and DEWA visitors.



Conserving the Peters House for public reuse, such as adaptively rehabilitating it as a library may engage partners with technical and funding capabilities to assist DEWA to meet its preservation goals. The economic analyses of the *BVCS* demonstrates the viability for re-establishing these types of appropriate uses within Bushkill.

## 7. Begin Treatments at a Village Scale

The Bushkill Village cultural landscape depends upon conserving and interpreting many of the elements that established its original scale.

Recent modern transportation improvements have changed proportions of the original Route 209 and Bushkill Falls Roadways, but these impacts can be mitigated by using careful conservation design specifications in future transportation, recreation, and cultural improvements.

Other improvements including; minimized formal parking facilities, new user pavilions, safe pedestrian crossings; street tree plantings and other proposed village elements can be carefully designed to support the original village scale.



**Fig. 4-9** The Train Station pavilion is planned as an interpretive visitor shelter, orientation location, and embarkation point for a nature walking trail along the alignment of the logging railroad line that once ran to East Stroudsburg. This element of the Bushkill Village conceptual alternative will be negotiated as a partnership between DEWA, Lehman Township, and PA DCNR to fulfill multiple mission-critical goals.

**Key—Bushkill Village Conceptual Elements**

- 1. Turn Store
- 2. Peters House
- 3. Gas Station
- 4. Train Station Pavilion
- 5. Post Office
- 6. Intersection - Bushkill Falls Road—US Route 209
- 7. Transit—Parking
- 8. Transit—Bus Stop / Pedestrian
- 9. Transit—Market Pavilion
- 10. Transit—Village Streetscape
- 11. Signage / Interpretation - System
- 12. McDade Trail Bridge—over Bushkill Creek
- 13. Railroad Walking Trail / Bridge
- 14. Grist Mill Pavilion
- 15. Mill Pond / Race
- 16. Bushkill Outreach
- 17. Visitor Center (future visioning)



**Fig. 4-10** A model of the conceptual Bushkill Village cultural landscape—shows the locations of feature elements (numbered). The conservation plan integrates existing and new features within the central village area and creates a strategy for multiple partners to work with DEWA to fund these community goals.



**Fig. 4-11 A site plan of the Bushkill Village cultural landscape—**exhibits the proposed linkages between recreation, transit, conservation and cultural resources. **NOTE:** P1 is currently an informal DEWA parking area and may or may not be ultimately formalized in the future by DEWA.





## 8. Promote as Eco / Heritage Destination

A wide range of potential active and passive recreation and educational activities are possible at Bushkill to support DEWA and feature Bushkill Village as a “eco / heritage” destination.

The 50th anniversary of DEWA in 2015 presents the opportunity to feature the Park’s environmental and historic legacy by engaging partners to help DEWA improve visitor services that may include: bike rentals, watercraft outfitters, fishing licenses, interpretation, and convenience food/commercial—all essential activities for this market and appropriate to support the DEWA mission.

## 9. Bring People Back to Bushkill

Bushkill is a natural place of human activity. The cultural landscape model is a profound tool to bring people back to use and enjoy the Bushkill Village area of DEWA.

This **BVCS** presents a strategy to increase the variety of appropriate activities available to visitors and tell the comprehensive story of



**Fig. 4-12 A view from the proposed Train Station Pavilion toward a rehabilitated Turn Store shows how public and private investments might be integrated to provide an appropriate level of amenities that will help attract and serve visitors and local residents in a cultural landscape designed at the traditional scale and in the location of a village green in Bushkill.**



**Fig. 4-13 A view of the proposed Train Station Pavilion from a possible “patio” on the north side of a rehabilitated Turn Store—shows how the interpretive structure can serve multiple functions of park-trailhead shelter, orientation station, and small educational venue. Appropriate commercial services at Turn Store will enhance Bushkill visitation.**



**Fig. 4-14** A Bushkill Village “green” will be an open, flexible lawn area that can serve multiple uses, including occasional expanded “flea,” “crafts” or “farmers” market space. A “Market” Pavilion suggested along US Route 209 and Bushkill Falls Road can serve appropriate commercial activities periodically, but will serve as an everyday park/transit shelter.



**Fig. 4-15** The Bushkill Village “green” will provide the basic DEWA visitor services in a comprehensive interpretive context.

Bushkill Village within DEWA. Local Bushkill Village supporters are the core population of stewards to help begin the civic renaissance of this public place.

The **BVCS** is critical to successfully interpreting Bushkill Village as a place that originally developed as a village commercial hub.

## 10. Invest in Partnership Building

DEWA can enable multiple committed partners to assume specific aspects of the cultural landscape conservation in Bushkill by entering into operating agreements with LT, and possibly with other qualified organizations.

Visible activity in Bushkill will demonstrate the viability of **BVCS** goals and attract capable support from other community and agency partners.

## 11. Carry Out Strategic Improvements

Executing a smart sequence of conservation initiatives will build a sense of public invitation for people to really begin to actively use Bushkill Village again.

With summer bus transit in service through Bushkill, efforts can be focused on several strategically-related elements of the **BVCS** that directly support DEWA bus transit service.

A sufficient threshold of transit-oriented improvements and services are important to demonstrate “readiness” to potential transit riders that they can get what they need if they leave their cars behind.

A partnership to re-establish appropriate commercial and recreation-based services in Bushkill will support transit and all other cultural landscape initiatives.





**Fig. 4-16** The *Bushkill Village Conservation Plan* consolidates resources in the village core and encourages the use of the DEWA transit system by creating an inviting and functional trailhead with appropriate commercial services—for cyclists, bus riders, and local residents.



**Fig. 4-17** The commercial block of *Bushkill Village* can be seen in the historic photo (left)—before the federal acquisition and building removal began. Many of the cultural landscape features of that period can provide real functional services today—to help mitigate the scale of modern roadway features; provide pedestrian safety—such as fences; and temper environmental effects—by reintroducing street trees.



**Fig. 4-18** The *Bushkill Village cultural landscape model* shows the same view (as the historic photo above) of the Peters House and the former commercial corner—with a new Market Pavilion that interprets the former architectural scale; provides transit and trailhead shelter; and fosters appropriate open-air economic opportunities.



**Fig. 4-19 The suggested Market Pavilion**—at the corner of US Route 209 and Bushkill Falls Road is envisioned as a traditional park structure that takes its name and scale from the former commercial culture of this place.

Visitors on DEWA bus transit service and McDade Trailhead are seen as the primary users of this pavilion, with a flexible design that is capable of periodically serving economic “market” functions.

## 4.2 Action Types (*by category*)

General “Types” of actions to implement the **BVCS** are conceived as five broad categories:

1. **Management**
2. **Acquisition**
3. **Funding**
4. **Development**
5. **Outreach**

### 1. Management

The **BVCS** suggested strategies include project priorities and a palette of potential partners who may assume responsibilities for various actions. The core partner responsibilities are expected to be assumed by LT in a formalized partnership with DEWA. The circle of management responsibilities is envisioned to ultimately widen as progress is demonstrated and other organizations,

Management includes most aspects of stewardship—beginning with commitments for perpetual maintenance and operations. DEWA partners will be stable institutions with records of success in the community.



## 2. Acquisition

Acquisition is a broad term for “control” that can mean fee-simple purchase; lease; ownership by donation; stewardship by operating agreement; or other mechanisms where a partner is legally responsible to manage a particular resource in Bushkill Village.

Partnership in DCNR “development” projects requires a 25-year control agreement for municipal clients who seek funding from the state agency.

DEWA requires a formal agreement for its partners to assume responsibility for any aspect of operation within the federal lands. The Turn Store is the primary conservation priority that is privately owned in Bushkill Village.

**Fig. 4-20** A view south of the existing Turn Store and US Route 209 shows the unimproved highway shoulder and barren streetscape at the Village “green” area. This corridor will become a very active pedestrian way when the McDade Trail, the Turn Store and the DEWA Bus transit are all open and in full service.





## Bushkill Village Conservation Strategy (by Element)

### A. Administrative

1. Turn Store
2. Peters House
3. Gas Station
4. Train Station Pavilion
5. Post Office
6. Intersection - Bushkill Falls Road—US Route 209
7. Transit—Parking
8. Transit—Bus Stop
9. Transit—Market Pavilion
10. Village Streetscape
11. Signage / Interpretation System
12. McDade Trail Bridge—over Bushkill Creek
13. Railroad Walking Trail / Bridge
14. Grist Mill Pavilion
15. Mill Pond / Race
16. Bushkill Outreach
17. Visitor Center (future visioning)

**Fig. 4-21** A model (below) shows the same view south on US Route 209 (as on the photo on left) with the suggested Market Pavilion, the transit loading platform, and the rehabilitated Turn Store directly adjacent to the south.

## 3. Funding

Elements of the Bushkill Village conceptual alternative are proposed with viable strategies to fund their development. Various partners may serve as a formal applicant for specific projects — based on how the intent a funding program relates to elements of the **BVCS**.

DEWA support is required for any funding strategy.

LT can continue to serve as catalyst and actively manage the comprehensive partnership funding strategy for nearly all Bushkill Village improvements – even if LT is not primary applicant for some applications.

## 4. Conservation

Conservation components of the **BVCS** include: recommendations for planning, design, environmental clearance, rehabilitation and adaptive reuse “construction” tasks to implement the cultural landscape elements in Bushkill Village. All conservation projects will require approval and environmental clearance by DEWA.



DEWA and its official partners may share the various conservation responsibilities within Bushkill Village. For example, LT may serve as the primary partner to construct interpretive pavilions to DEWA specifications. Other non-profit organizations may rehabilitate the Peters House. All DEWA rehabilitation projects will comply with federal and applicable state and local requirements.

## 5. Outreach

Outreach tasks include: publicity, education, contacting legislators, and partnership-building that can be performed by all partners who support the **BVCS**. Even partners who will not likely manage specific projects, such as: state and federal representatives, NEPA, and the counties, can work actively to support this innovative federal-state-local initiative—to make Bushkill Village a welcoming community face of DEWA and to consider National Historic Register nomination.

## 4.3 Suggested Action Strategies

The Suggested Action Strategies for Bushkill Village includes 18 major elements that are listed in a general priority order. Each element is subdivided into tasks, that are briefly described—with the probable partners identified in **bold**. (see inset—Abbreviation Key.) The list of suggested elements and action tasks are referenced to the Schedule for Implementation in Section 5—Action Plan.

### Administrative

The general administrative element is labeled as “A” and the subtasks are numbered accordingly.

### Physical

Other elements—all representing suggested major physical improvements correspond to their locations on the site plans and to the Schedule for Implementation in Section 5.

Abbreviation Key	
<b>BV</b>	<i>Bushkill Village</i>
<b>CLA</b>	<i>Cultural Landscape Assessment</i>
<b>CLI</b>	<i>Conservation Landscape Initiative</i>
<b>DCED</b>	<i>Dept. Community/Economic Develop.</i>
<b>DCNR</b>	<i>Dept. Conservation/Natural Resources</i>
<b>DEWA</b>	<i>Delaware Water Gap Nat'l Rec Area</i>
<b>DOI</b>	<i>Department of Interior</i>
<b>DOT</b>	<i>Department of Transportation</i>
<b>EA</b>	<i>Environmental Assessment</i>
<b>FLH</b>	<i>Federal Lands Highways</i>
<b>FTA</b>	<i>Federal Transit Administration</i>
<b>GMP</b>	<i>General Management Plan</i>
<b>LT</b>	<i>Lehman Township</i>
<b>MC</b>	<i>Monroe County</i>
<b>MST</b>	<i>Middle Smithfield Township</i>
<b>NEPA</b>	<i>Northeast Pennsylvania Alliance</i>
<b>NPS</b>	<i>National Park Service</i>
<b>PC</b>	<i>Pike County</i>
<b>PCLB</b>	<i>Pike County Library Board</i>
<b>PMVB</b>	<i>Pocono Mountains Visitor Bureau</i>
<b>TIP</b>	<i>Transportation Improvement Program</i>
<b>TBD</b>	<i>To be determined</i>
<b>TOD</b>	<i>Transit-Oriented Development</i>
<b>TRIP</b>	<i>Transit in Parks program (FTA)</i>

## Subtasks (by Element)

### A. Administration

Administrative tasks are not site-specific improvements and are labeled “A” in the Conceptual Alternative list.

- A.1 Environmental Assessment**—Complete for BV area. (DEWA)
- A.2 Partner Coordination**—Begin annual meetings to confirm priorities and funding strategy. (DEWA, LT)
- A.3 Site Management**—Execute agreement with LT. (DEWA)
- A.4 Feasibility Study**—(See #2—Peters House) (LT, PCLB)
- A.5 BV Conservation Study**—Complete/adopt. (LT, DEWA, PC, MC, MST)
- A.6 Cultural Landscape Assessment (CLA)**—Apply for funding and conduct. (DEWA, LT)
- A.7 Conservation Easements**—Support partners (LT, DEWA, PC, MC, MST)
- A.8 Partnership Outreach**—(LT, DEWA, PC, MC, MST)
- A.9 DEWA 50th Anniversary**—Develop strategy, coordinate. (DEWA, LT)
- A.10 DEWA National Historic Register Nomination**—Consider, prepare, submit (DEWA, LT)



**Fig. 4-22** A view of the existing Peters House—before the proposed intersection signalization. This corner needs to be a safe crossing location for visitors to move between the east and west, and the north and south quadrants of Bushkill Village.



**Fig. 4-23** A model view of the Peters House at the US Route 209—Bushkill Falls Road intersection—shows the new signalization, suggested pedestrian crosswalks, Market Pavilion and streetscape improvements, including trees, sidewalks, fences (for pedestrian control) and ADA accessible routes.



- A.11 **DEWA GMP Update**—support DEWA. (DEWA, LT, public)
- A.12 **Promoting Bushkill Village**—Plan, execute. (LT, DEWA,
- A.13 **Funding**—as per element (below)

## 1. *Turn Store*

- 1.1 **Support private owners**—as possible (LT, DEWA)
- 1.2 **Parking Agreement**—not applicable
- 1.3 **Appraisal**—not applicable
- 1.4 **Feasibility Study**—not applicable
- 1.5 **Design / Engineering / Construction** — by private owners

## 2. *Peters House*

- 2.1 **Funding Applications**—Seek as possible (LT, DEWA, PCLB)
- 2.2 **Feasibility Study**—Secure funds, conduct study (LT, PCLB)



**Fig. 4-24** A historic photo of the former gas station—located between the DEWA Meeting Center and the Bushkill Creek on US Route 209.



**Fig. 4-25** The former gas station (today) is an element of the preferred alternative to be adapted as a Trail Center, to provide services to cyclists and hikers. The McDade Trail alignment is directly behind this building.



**Fig. 4-26** A model view of the proposed Trail Center—shows how the facility can be adapted to serve the growing number of McDade Trail users. The final design can carefully integrate driveway, parking and walkway improvements—such as fencing to direct pedestrian/trail users away from US Route 209 to cross the new Bushkill trail bridge.





**Fig. 4-27** A model of the proposed Train Station Pavilion integrates the new interpretive canopy structure with the existing foundation at the center of the Bushkill Village green. This “early implementation” project is supported by DCNR.



**Fig. 4-28** The existing Post Office is scheduled to be demolished by DEWA unless an adaptive reuse can be found.



**Fig. 4-29** The model shows the close relationship between the Post Office and the Train Station platform. The Post Office building “anchors” the western edge of the Village green area. The existing undefined driveway that serves the Post Office building and sanitary facility can be rerouted so the area between is a larger open green space.

- 2.3 **Rehab/Operation Agreement**—Execute w/ (DEWA)
- 2.4 **Stabilize Exterior**—completed. (DEWA)
- 2.5 **Environmental Assessment**—Conduct. (DEWA)
- 2.6 **Design/Engineering**—w/ DEWA (Partner tbd)
- 2.7 **Construction**—per DEWA-approved plans. (Partner tbd)
- 2.8 **Operation/ Maintenance**—Conduct per DEWA agreement. (Partner tbd)

### 3. **Gas Station**

- 3.1 **Funding**—by concessionaire partner. (DEWA)
- 3.2 **Feasibility Study**—conduct (partner tbd)
- 3.3 **Rehab / Operations Agreement**—Solicit, execute. (DEWA)
- 3.4 **Environmental Assessment**—Conduct (DEWA)

- 3.5 **Design/Engineering**—w/ DEWA (**with partner tbd**)
- 3.6 **Construction**—per DEWA-approved plans. (**Partner tbd**)
- 3.7 **Operation/ Maintenance**—Conduct per DEWA agreement. (**Partner tbd**)

#### 4. Train Station Pavilion

- 4.1 **Funding Applications**—Submitted by LT. (**LT/DEWA**)
- 4.2 **Partner Agreement**—Execute with LT for operation. (**DEWA**)
- 4.3 **Partner Agreement**—LT Execute W TFGNA to build. (**LT**)
- 4.4 **Environmental Assessment**—Conduct for entire BV strategy. (**DEWA**)
- 4.5 **Design / Engineering**—Produce as per DEWA agreement. (**LT**)
- 4.6 **Construction**—administer DEWA-approved plans. (**TFGNA / other partners tbd**)
- 4.7 **Operation/ Maintenance**—Conduct per DEWA agreement. (**LT**)

#### 5. Post Office

- 5.1 **Environmental Assessment**—Conduct for entire BV strategy - if demolition is deferred. (**DEWA**)
- 5.2 **Funding Applications**—no current strategy. (**LT / DEWA**)
- 5.3 **Feasibility Study**—requires partner
- 5.4 **Partner Agreement** (seek partner for operation)
- 5.5 **Stabilize Exterior**—if possible (**TBD**)
- 5.6 **Design/ Environmental Clearance**—if possible (**TBD**)
- 5.7 **Construction**—if possible (**TBD**)
- 5.8 **Operation/ Maintenance**—(**TBD**)



**Fig. 4-30** The model view shows *Bushkill Village green* as a cloistered pedestrian space defined by key structures—that is served directly by transit, roadway and trail improvements. Parking improvements are focused on creating the minimum defined spaces to meet municipal code for the Peters House adaptive reuse.





**Fig. 4-31 The southern end of Bushkill Village in (Middle Smithfield Township)—plan shows the proposed Bushkill Village Trail Center, between the DEWA Meeting Center and the proposed McDade Trail Bridge over the Bushkill Creek, with a trail link to the intersection of Routes 209 and Bushkill Falls Road**

- 6. US Route 209-Bushkill Falls Rd Intersection**
  - 6.1 DOI-funded Improvements—Completed (DEWA)**
  - 6.2 Context Sensitive Design** features to be assessed for future treatments (LT,DEWA,MC,PC tbd)
- 7. Transit Improvements Parking (near Turn Store)**  
as needed (DEWA, MCTA Other partners) tbd
- 8. Transit Improvements—Bus Stop / Pedestrian**  
(LT w/ DEWA, MCTA, FHWA, FTA, PennDOT, DCED)
- 9. Transit Improvements—Market Pavilion**  
(LT w/ DEWA, MCTA, FHWA, FTA, PennDOT, DCED)
- 10. Transit Improvements—Streetscape**
  - 10.1 Funding Applications—Execute as possible.**  
(LT with DEWA, FHWA, FTA, PennDOT, DCED)
  - 10.2 Environmental Assessment—Conduct for entire BV plan.**  
(DEWA)
  - 10.3 Design/Engineering—Produce in partnership w/DEWA (LT)**
  - 10.4 Construction—administered by DEWA**  
(LT may secure funds from FHWA, FTA, PennDOT, DCED)
  - 10.5 Partner Agreement (operations)—DEWA to execute (LT)**
  - 10.6 Operation / Maintenance—perform as per agreement (LT)**

## **11. *Signage/ Interpretive Exhibits***

- 11.1 Funding Applications**—Execute as possible. **(LT, DEWA)**
- 11.2 Environmental Assessment**—Conduct for entire BV plan. **(DEWA)**
- 11.3 Design/Engineering**—Produce in partnership w/ DEWA**(LT)**
- 11.4 Construction**—administered by DEWA
- 11.5 Partner Agreement (operations)**—DEWA to execute **(LT)**
- 11.6 Operation / Maintenance**—perform as per agreement **(LT)**

## **12. *McDade Trail-Bushkill Creek Bridge***

- (Design completed) Construction**—administered by DEWA
- (LT may secure funds from FHWA, FTA, PennDOT, DCED)**

## **13. *Railroad Trail / Bridge***

- 13.1 Funding Applications**—Execute as possible. **(LT, DEWA)**
- 13.2 Environmental Assessment**—Conduct for entire BV plan. **(DEWA)**
- 13.3 Design / Engineering**—Produce in partnership w/ DEWA **(LT may secure funds from DCNR, DCED)**
- 13.4 Construction**—administered by DEWA **(LT may secure funds from DCNR, DCED)**
- 13.5 Partner Agreement (operations)**—DEWA to execute **(LT)**
- 13.6 Operation / Maintenance**—perform as per agreement **(LT)**

#### **14. *Grist Mill Interpretive Pavilion***

- 14.1 Funding Applications**—Execute as possible. **(LT, DEWA)**
- 14.2 Environmental Assessment**—Conduct for entire BV plan. **(DEWA)**
- 14.3 Design / Engineering**—Produce in partnership w/ DEWA **(LT may secure funds from DCNR, DCED)**
- 14.4 Construction**—administered by DEWA **(LT may secure funds from DCNR, DCED)**
- 14.5 Partner Agreement (operations)**—DEWA to execute **(LT)**
- 14.6 Operation / Maintenance**—perform as per agreement **(LT)**

#### **15. *Mill Pond / Race***

- 15.1 Funding Applications**—Execute as possible. **(LT, DEWA)**
- 15.2 Environmental Assessment**—Conduct for entire BV plan. **(DEWA)**
- 15.3 Design / Engineering**—Produce in partnership w/ DEWA **(LT may secure funds from DCNR, DCED)**
- 15.4 Construction**—Administered by DEWA **(LT may secure funds from DCNR, DCED)**
- 15.5 Partner Agreement (operations)**—DEWA to execute **(LT)**
- 15.6 Operation / Maintenance**—perform as per agreement **(LT)**

#### **16. *Bushkill Outreach Facility / Utilities***

**To be determined** —per GMP update process **(DEWA)**

#### **17. *Visitor Center–Bushkill Village***

**To be determined** —per GMP update process **(DEWA)**



## 4.4 Management Alternatives

At least three potential scenarios were identified during the public process for partners to participate with DEWA to manage the conservation of the Bushkill Village cultural landscape.

### For-profit Partner with NPS

Public comments during the planning process included the idea to engage a large corporation to develop service improvements in Bushkill Village, similar to those private enterprises that lease NPS concession rights to provide services to visitors within other large national parks.

It is likely that even if DEWA decided to seek a nationally-recognized concession partner, the physical limitations of the place; the potential impacts; and the regional market would not support a development plan of sufficient scale to pay a return on investment at Bushkill.

The possibility that an investment by any single private enterprise will be the primary catalyst for a Bushkill Village renaissance is slim.

The market analyses developed for this *BVCS* identified some relatively small, viable commercial opportunities within the Bushkill Village area, but no major demand was identified in the typical hotel, restaurant, or commercial market sectors.

Even typical commercial re-development at a small scale is unlikely to occur within Bushkill. The balance of the village area is almost entirely owned by the federal government. Typically developable land area is limited.

Any proposed development will need to be compatible with the GMP and require DEWA approval and environmental clearances.

Constraints to typical commercial development in Bushkill should thankfully be considered insurmountable.

## Non-profit Partner(s) with NPS

Several non-profit institutions currently work in partnership with DEWA in Bushkill Village, including the Bushkill Outreach, Friends of the Delaware Water Gap, and Lehman Township as a municipality.

These organizations appear to be better suited to manage smaller operations and conduct conservation-oriented efforts within existing constraints to meet the DEWA compliance process.

Each organization currently deals individually with DEWA regarding its own specific responsibilities—and have not proposed major impacts to the park resources in Bushkill.

As a government partner, LT has capabilities that exceeds many allied non-profit organizations, including its perpetual life as a municipality, and its funding and contractual capabilities. LT has the ability and keen interest to spearhead collective efforts to conserve the Bushkill cultural landscape, with DEWA oversight and approval.

A non-profit model to conserve and manage a Bushkill Village cultural landscape includes the potential to operate appropriate commercial services, such as a deli, convenience store and/or sporting outfitter—as appropriate within a national park.

## A Council of Stewards with DEWA

If every structure within DEWA was adopted by a single non-profit, it would require DEWA to negotiate over 2000 agreements park-wide.

This may be a legal, but certainly not a practical reality. DEWA and its partners can explore the creation of a cooperative forum where DEWA partners regularly meet and coordinate their various responsibilities to conserve Bushkill Village. The concept of a “council of stewards” emerged as a potential cooperative model to share the management of various Bushkill Village resources; streamline communications; and minimize administrative logistics for DEWA.

If Bushkill were a municipality, “council persons” would each represent a “ward” and work together for the good of the town. For Bushkill Village, a council could be comprised of essential DEWA partners that each manage their piece of the Village, and work together in stewardship to foster Bushkill as a community place and cultural landscape.

The intent of a council is to conceive strategies cooperatively, pool resources, and limit individual demands and communications that tax DEWA administrative resources. The council could begin small by establishing an administration system, including annual meetings with existing partners that hold vested interests in community affairs at Bushkill Village.

These would likely include; Lehman Township, Bushkill Outreach, and Friends of the Delaware Water Gap. The council could eventually assist and mentor additional partners to engage in agreements with DEWA, such as a library board or another non-profit partner seeking to manage or inhabit space within Bushkill. The council of stewards concept could also serve to continue the community dialogue that began during this Bushkill Village Conservation Study.

## 4.5 Implementation Principles

### Principle 1      **Funding Partnerships**

Conservation of the Bushkill Village cultural landscape will be accomplished through partnerships. The leadership demonstrated by LT and DEWA to address community concerns resulted in this innovative **BVCS**.

Implementing a consensus vision will be accomplished by pooling resources and working cooperatively toward the goal of a 21<sup>st</sup> Century Bushkill Village.



## Principle 2      **Phased Implementation**

Bushkill Village conservation will be accomplished over a period of years by generally following the “Suggested Action Strategies” of this **BVCS**. This process requires vigilance to adapt the basic funding strategy to meet the specifics of the various potential funding programs as they evolve and emerge over time.

It is anticipated that LT and DEWA will be the primary catalysts to secure the funding partnerships that will enable the priority elements of the **BVCS** to be achieved, generally in the sequences suggested.

## Principle 3      **Sustainable Development**

Bushkill Village offers a unique opportunity to demonstrate conservation as pedagogy. Implementing elements of the **BVCS** can be conceived as unique teaching opportunities for all aspects of the cultural landscape.

Carrying capacity is a foundation for NPS stewardship and remains an important consideration in future Bushkill Village planning work.

Appropriate redevelopment decisions can be featured within the Bushkill Village interpretive system. Green design can be demonstrated by using appropriate techniques and renewable materials in village conservation projects – such as local timber and volunteer craftspeople to raise the interpretive pavilions.

## Principle 4      **Design Standards**

DEWA design standards apply to all federal buildings, sites, roads and other improvements. Water and wastewater facilities within DEWA will comply with regulations as enforced by the Commonwealth of Pennsylvania. State highways will conform to federal standards as enforced by the Pennsylvania Department of Transportation.

ADA (Americans with Disabilities Act) standards apply to all federal properties and facilities open to the public. The Uniform Building Code (UBC) is the standard for construction within Lehman Township.

Energy Star requirements are the standard for compliance with federal energy conservation requirements. Voluntary sustainable / green standards beyond Energy Star requirements, such as LEED and the Sustainable Sites Initiative should be considered critically as beneficial goals for rehabilitating resources within Bushkill Village.

## 4.6 General Costs

Conceptual-level estimated costs are listed by element, and are supported by worksheets included at the end of this section.

The following narrative provides the assumptions and substantiation for the cost estimates as developed. Estimates are divided into administrative tasks (A) and major physical elements (1-17).

### Cost Methodology—Administrative Tasks

**A.1 Environmental Assessment (EA)** – It is anticipated that DEWA will perform the EA for all elements of the entire Bushkill Village cultural landscape—which may include specialized study elements such as wetland delineation; Phase 1 archaeology; and potentially other investigations. The funding for these clearance tasks can be a component of a federal transit / transportation application(s) for Bushkill Village improvements. These costs may be considered eligible as “community development” investments by potential partner agencies such as PA DCED—if they are presented as a priority project by the counties.

**A.2 Partner Coordination** – These periodic meetings will be attended by active partners at their costs as a task within their administrative processes.

#### **COSTS—ADMINISTRATIVE (estimated)**

A.1 Environmental Assessment (EA)	100,000 *
A.2 Partner Coordination	NA
A.3 Site Management	TBD
A.4 Feasibility Study (est. range)	60-100,000
A.5 Adopt BV Conservation Plan	NA
A.6 Cultural Landscape Assessment	60-75,000
A.7 Conservation Corridor Easements	NA
A.8 Partnership Outreach	NA
A.9 DEWA 50 <sup>th</sup> Anniversary	TBD
A.10 National Register Nomination (est.)	20,000
A.11 DEWA GMP Update (by DEWA)	TBD
A.12 Promote Bushkill Village	TBD
A.13 Funding Applications	100,000**

**Subtotal—Element A** **\$340,000-395,000**

#### **NOTES**

\* DEWA has identified that an EA for Bushkill Village might cost \$100,000.

\*\* Ten grant applications estimated at an average of \$10,000 for each preparation.

## COSTS—By CONCEPTUAL ELEMENT

1. Turn Store	NA
2. Peters House	1,500,000
3. Gas Station	320,000
4. Train Station Pavilion	125,000
5. Post Office	TBD
6. 209-Bushkill Falls Rd Intersection	(by DEWA)
7. Transit – Parking (near Turn Store)	365,000
8. Transit – Bus Stop / Pedestrian	95,000
9. Transit – Market Pavilion	515,000
10. Transit – Streetscape	705,000
11. Signage / Interpretive Exhibits (Design)	40,000
12. McDade Trail / Bushkill Bridge	(by DEWA)
13. Railroad Trail Loop / Trail Bridge	2,065,000
14. Grist Mill Pavilion	175,000
15. Mill Pond / Race (design only)	45,000
16. Bushkill Outreach Facilities (est.)	900,000
17. Visitor Center Bushkill Village (TBD)	1,350,000

## TOTAL COSTS—ELEMENTS (est.) \$ 8.2 M

**NOTE:** The total \$8.2 M includes “placeholder” budgets for #16-rehabilitating Bushkill Outreach and #17-a new visitor center in Bushkill as a subtotal of \$2,250,000. Neither element is currently identified in the DEWA GMP. The balance of Conceptual Alternative costs is estimated at \$6M. If these elements were completed over a 6-year period, the average annual cost is approximately \$1M/ year.

**A.3 Site Management** – The costs for LT to maintain the negotiated area of Bushkill Village will be borne by the municipality (and perhaps other partners) as a component of the Township park and open space budget. These annual operating costs need to be determined based on final description of DEWA-approved work.

**A.4 Feasibility Study**—The costs to study the rehabilitation feasibility of all or any of the village structures (Peters House, Gas Station, and Post Office) may be divided among several potential partners.

**A.5 Adopt the BVCS** – These administrative costs will be assumed by each partner to administer the adoption process.

**A.6 Cultural Landscape Assessment (CLA)** – The cost of professional services to perform this assessment is estimated. The funding for this task can be a component of a federal transit / transportation funding application(s), and possibly state funds. (TBD)

**A.7 Support Conservation Corridor Easements** – These administrative costs will be assumed by each partner.

**A.8 Partnership Outreach** – These tasks are administrative costs to be assumed by each partner.

**A.9 DEWA 50<sup>th</sup> Anniversary** – DEWA will take the lead responsibility for this task. LT is eligible to apply to DCNR under its CLI program for funds to help administer the public celebration of the landmark DEWA open space. Funding applicability will be determined through negotiation with DCNR.

**A.10 National Historic Register Nomination** – This estimate was included to identify professional services costs, if DEWA does not perform this task in-house.

**A.11 DEWA GMP Update** – This task will be performed by DEWA with a consultant, based upon funding secured through the DOI budget.



**A.12 Market Bushkill Village** – This task will initially begin as an in-house administrative task by LT, DEWA and other partners. DCNR Conservation Landscape mini-grant funds may be appropriate for LT to conduct portions of this task. PMVB may be of assistance as the region Tourism Promotion Agency (TPA).

## Cost Methodology – by Element

Elements are listed by number and name.

### **1 Turn Store**

This resource is now proceeding as an exclusively private development. Costs NA.

### **2 Peters House**

Costs were separated into building rehabilitation and site improvements. Costs to rehabilitate the garage structure were not included. Costs for sidewalks, fences and street trees along the Peters house highway frontage are itemized in Element 10 – Streetscape Improvements. Estimates assume complete stabilization of the exterior by DEWA under a separate project. Estimates assume a complete rehabilitation of the structure interior, utilities and fixtures for ADA accessibility and energy conservation compliance by a DEWA partner. Feasibility study costs are estimated to be funded by applications by LT, PC and other partners. Rehabilitation design and construction costs are assumed to be funded by a institutional partner (TBD) – with DEWA review and LT / PC support.

### **3 Gas Station**

Costs were separated into building rehabilitation and site improvements. Costs for any potential environmental remediation were not included. Costs for sidewalks, fences and street trees along the US Route 209 roadway frontage are itemized in Element 10 – Streetscape Improvements. Costs to complete the connection to the McDade trail are assumed to be included in the DEWA project to construct the McDade Trail Bridge over the Bushkill Creek (Element

12.) Costs estimates for professional design / engineering are shown, but will be borne by the selected DEWA concessionaire (TBD) – as well as costs of building rehabilitation, site improvement costs, and any special outfitting.

#### **4 Train Station Pavilion**

Costs are based on the preliminary estimates developed for the 2010 DCNR grant application by LT. General assumptions were made about the subsurface conditions. Minimum required ADA compliance items were included to create the Pavilion as a discrete “early implementation” project. Other trail, walkway connections, and site improvements are itemized under Element 13 – Railroad Trail / Bridge.

Costs need to be refined based on design development and final documentation. LT will cover costs that exceed the DCNR application total. This element is eligible for other funding sources to supplement the project if necessary. Design costs were shown in the application as 15% of the total project, based on the DCNR standard procedure. DCNR allows up to 20% design costs for complex projects, such as this federal installation.

#### **5. Post Office**

Costs were not calculated based on the projected demolition of this structure.

#### **6. US Route 209/ Bushkill Falls Rd Intersection**

This element has been completed by DEWA to redesign and construct traffic capacity, safety at this intersection. These improvements are considered “basic” and did not include pedestrian crossings or context-sensitive treatments (such as pedestrian “plazas” at the three corners,) which are included in Element 10 – Streetscape Improvements.

#### **7 Transit – Parking (Turn Store)**

Estimates for parking improvements on DEWA land (adjacent to the

Turn Store) relate directly to serving visitors who arrive in Bushkill by individual motor vehicle, transit bus, or bicycle. The parking area is envisioned as a facility south of the Turn Store, where transit buses currently turn around.

Costs are itemized to include parking / access improvements, pedestrian facilities, lighting, and signage – as well as allowances for stormwater BMP improvements that integrate with Turn Store stormwater BMP improvements. Funding partners for these improvements are envisioned to be FHWA and FTA, but may include LT and other state partners.

#### **8. Transit – Bus Stop / Pedestrian**

Costs for the Bus Stop and related pedestrian improvements include the paved shoulder pull-off for buses, pedestrian paving area under the Market Pavilion and associated visitor amenities, including signage. Streetscape improvements in this block are itemized in Element 10. Structure costs for the Market Pavilion are itemized under Element 9.

#### **9. Transit – Market Pavilion**

Estimates for this element include design and construction of the structure and associated facilities, including electric service. Costs for the walking surface below the canopy and associated visitor amenities are included in Element 8 – Transit Bus Stop / Pedestrian. An allowance is included to account for a stormwater BMP treatment (design TBD.) Funding partners for these improvements are envisioned to be FHWA and FTA through LT.

#### **10. Transit – Streetscape**

Estimates for streetscape elements include: walkways, street trees, and amenities along segments of US Route 209 and Bushkill Falls Road. These segments are subdivided by block and by side of both streets. Costs reflect a variety of materials – based upon anticipated type/volume of use and character of each block. Funding partners for these improvements are envisioned to be FHWA and FTA, through LT.



## **11 Signage / Interpretive Exhibits**

Estimates to design and document a comprehensive signage system and interpretive system for the Bushkill Village cultural landscape are included as a lump sum allowance under this element.

A fraction of the costs to fabricate / install the comprehensive system are assigned to each element to enable the signage to be installed as each discrete element is implemented. Funding partners for signage costs are envisioned to be FHWA and FTA as integral parts of the transportation improvements.

## **12 McDade Trail / Bushkill Bridge**

DEWA has completed the design and EA for this new trail structure and construction funding has been requested from DOI by DEWA. If this funding is not forthcoming, LT can serve as an applicant for TA, DCNR and DCED funding for this high-priority transportation structure.

## **13 Railroad Loop Trail / Bridge**

Estimates for the Railroad Trail and Bridge include grading, trail surface construction (sub-base, stone dust and a segment of wetland boardwalk. Costs for the new bridge structure over the Little Bushkill Creek are estimated based on gross square footage and include super and sub-structures.

Costs of user amenities are included (benches, interpretive signs, etc.) The cost of eventually replacing the Creek Road Bridge over the Little Bushkill Creek with a new span that includes a pedestrian facility is not itemized.

## **14 Grist Mill Pavilion**

Costs are estimated for a new interpretive pavilion structure at the site of the former grist mill – including foundations and superstructure. A stone dust paving is included for the area under canopy. An allowance for electric service is included.

Associated sitework, and interpretive signage are included. Pedestrian

access to this location is itemized in Element 13 – Railroad Trail Loop / Bridge, since the loop trail will pass through this site.

### **15 Mill Pond / Race**

Cost allowances to re-grade and seed this area with minor stabilization of the extant race and dam structures are included in Element 7 – Transit Parking (Turn Store). Design / engineering allowances are included based on the concept to use this area to serve as a stormwater BMP facility and potential as a shallow ice skating pond in the winter months.

### **16 Bushkill Outreach Facilities / Utilities**

This is an estimated allowance for this element to serve as a “placeholder” that identifies the need to address the long term issues (for Bushkill Outreach to continue to use the current facilities) during the anticipated GMP Update process.

### **17 Visitor Center – Bushkill Village**

This estimate is based on a square footage cost “placeholder” for a new facility that is currently determined to be needed, but will be assessed as a potential new park improvement during the anticipated GMP Update process.

## **Costs—General Notes**

**Funding Applications** – Costs were estimated for professional services to prepare grant applications and to assist to negotiate funding partnerships. Applications costs may range between \$7,000 and 15,000 each, depending upon the complexity of the proposal and the funding source requirements. An average of \$10,000 was used as a basis to estimate the cost for any application. Ten applications were estimated to be needed over a 6-year period

**Design / Engineering** – Costs for design / engineering services are included per each element. These estimates for most elements were based on a transportation industry average of 20% of the project total for federally-funded projects.

All EA professional services were identified as a separate line item (to be conducted by DEWA). Under federally-funded transportation projects, the 80% dedicated toward construction also includes up to 15% of that subtotal toward construction inspection services. It must be determined if DEWA will assume any inspection responsibilities for any of the project elements.

**Building Rehabilitation** – Estimates were based on gross square footage takeoff from aerials that were multiplied by number of floors and by costs per square foot – in a range that varies based on the significance of each building.

**Transportation-related Elements** – Elements 7, 8, 9, 10 are all totally transportation-related improvements that are eligible for FHWA and/or FTA funding. (This does not preclude components of other major elements also being eligible for these same funding sources.)

**Cost Updates**—Costs were developed based on similar federally-funded projects in the general region during 2011 and 2012. Original cost estimates were adjusted—based on a 3% annual inflation estimate for 2016.

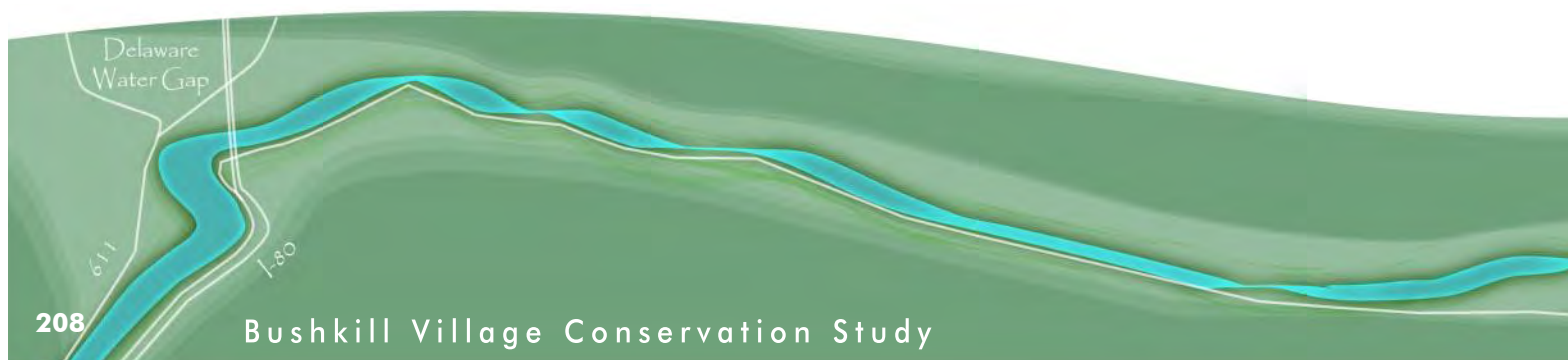
Assumptions, quantities and unit costs should all be revisited critically as a part of preparing any grant application—as goals, priorities, the design development process, and unit costs will all be subject to change as the program progresses.

## Cost Worksheets

Cost worksheets are included in this section to provide detail backup to support preliminary cost projections in Section 4.6.



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## Section 5

### Action Strategy

## 5.1 Implementation

The Action Strategy relies upon the initiative of LT and local partners to support DEWA in advancing priority elements in the **BVCS** within the context of its broad stewardship responsibilities for the entire national recreation area.

The strategy to feature Bushkill Village as a focal area within DEWA and to serve as a catalyst to address milestones of DEWA history is uniquely appropriate. The strategy acknowledges the 50-year anniversary in 2015 of the creation of DEWA by US Congress.

Other broad initiatives that are important to advance include:

- Support smart funding partnership strategies
- Begin priority physical improvements at Bushkill Village
- Consider the National Historic Register Nomination process
- Promote the GMP Update process

This Action Strategy is presented in outline format (by year) and is linked to a 5-year Implementation Schedule—a matrix of priority tasks and primary partner responsibilities (as described in detail in Section 3—Community Visioning).

The Action Strategy is suggested as an aggressive, but potentially achievable timetable that will require diligent management and flexibility by LT, DEWA and other partners to accomplish well.

Strong community consensus remains the highest incentive to execute the strategic priorities.

Excellence is the expectation.



## YEAR 1 (*Winter 2015—Fall 2016*)—Priority Tasks *Partners*

### ADMINISTRATIVE ELEMENTS (A)

A.1 Environmental Assessment—Begin for entire BV village	DEWA
A.2 Partner Coordination—Begin annual meetings	LT / DEWA
A.3 Site Management—Execute, begin agreement with LT	DEWA / LT
A.4 Feasibility Study—(See #2—Peters House)	LT / DEWA / PCLB
A.5 BV Conservation Strategy—Complete, adopt	LT / DEWA
A.6 Cultural Landscape Assessment—Apply for funding	LT / DEWA
A.7 Conservation Easements—support	LT / DEWA to support partners
A.8 Partnership Outreach—Develop strategy, begin contacts	LT / other partners
A.9 DEWA 50th Anniversary—Coordinate with DEWA	LT / other partners
A.10 National Historic Register Nomination—Prepare, submit	DEWA / LT / other partners
A.11 DEWA GMP Update—Support DEWA, contact legislators	LT / other partners
A.12 Promoting Bushkill Village—Develop strategy w partners	LT / other partners
A.13 Funding (as per element below)	LT / other partners

### PHYSICAL ELEMENTS

1. <b>Turn Store</b> (support private owners)	Private owners
2. <b>Peters House</b> —Seek Feasibility study funds for adaptive reuse	LT / DEWA
3. <b>Gas Station</b> — RFP to seek partner(s)	LT / DEWA
4. <b>Train Station Pavilion</b> —Secure funding,	LT / DEWA
5. <b>Post Office</b> —seek partner(s) postpone demolition if possible —tbd	LT / DEWA
6. <b>US Route 209</b> —Bushkill Falls Road / 209 intersection—Completed	DEWA
7. <b>Transit—Parking improvements</b> (near Turn Store) - tbd by DEWA	LT / DEWA / MCTA
8. <b>Transit—Bus Stop / Pedestrian</b> —no action	LT / DEWA / MCTA
9. <b>Transit—Market Pavilion</b> —no action	LT / DEWA / counties
10. <b>Transit—Streetscape</b> —no action	LT / DEWA / DCNR
11. <b>Signage / Interpretive Exhibits</b> —Negotiate partnership responsibilities	DEWA / LT
12. <b>McDade Trail / Bridge</b> —Build (LT contact legislators for alternate funding)	DEWA (LT)
13. <b>Railroad Trail / Bridge</b> —Begin negotiation with DCNR, apply for funding	LT / DEWA
14. <b>Grist Mill Interpretive Pavilion</b> —No action	
15. <b>Mill Pond / Race</b> —No action	
16. <b>Bushkill Outreach Facilities</b> —tbd	LT / BO / other partners
17. <b>Visitor Center</b> —work with DEWA, contact legislators	LT / Other partners



## YEAR 2 (Winter 2016-Fall 2017)—Priority Tasks

## Partners

### ADMINISTRATIVE ELEMENTS (A)

A.1 Environmental Assessment—Complete for entire BV village	DEWA
A.2 Partner Coordination—conduct regular meetings	LT / DEWA
A.3 Site Management—LT conducts maintenance services	LT / DEWA
A.4 Feasibility Study—Secure funding, begin study	LT / DEWA
A.5 BV Conservation Strategy—Support adoption by other partners	LT / DEWA
A.6 Cultural Landscape Assessment—Begin, complete draft	LT / DEWA
A.7 Conservation Easements—support applications	LT / DEWA—to support partners
A.8 Partnership Outreach—Conduct strategy	LT / other partners
A.9 DEWA 50th Anniversary—follow up	LT / other partners
A.10 National Historic Register Nomination—Begin process	DEWA
A.11 DEWA GMP Update—Support legislation	LT / other partners
A.12 Promoting Bushkill Village—Conduct strategy w partners	LT / other partners
A.13 Funding (refer below and to Schedule)	

### PHYSICAL ELEMENTS

1. <b>Turn Store</b>	N/A
2. <b>Peters House—Secure funding</b> , negotiate partnership, conduct study	LT / DEWA / other partner
3. <b>Gas Station</b> —select concessionaire partner, design, rehabilitate, begin service	LT / DEWA
4. <b>Train Station Platform</b> —design, partner negotiation, construct	LT (DEWA)
5. <b>Post Office</b> —tbd	LT (DEWA)
6. <b>US Route 209</b> —Bushkill Falls Road—study pedestrian crossing options	DEWA
7. <b>Transit—Parking improvements</b> (near Turn Store) - tbd by DEWA	LT / DEWA / MCTA
8. <b>Transit—Bus Stop / Pedestrian</b> —Execute funding strategy	LT / DEWA
9. <b>Transit—Market Pavilion</b> —Execute funding strategy	LT / DEWA
10. <b>Transit—Streetscape</b> —Execute funding strategy	LT / DEWA
11. <b>Signage / Interpretive Exhibits</b> —Design system, install per element	LT / DEWA
12. <b>McDade Trail / Bridge</b> —Complete construction	DEWA / LT
13. <b>Railroad Trail / Bridge</b> —Secure funding, design	LT / DEWA
14. <b>Grist Mill Interpretive Pavilion</b> —Apply for funding	LT / DEWA
15. <b>Mill Pond / Race</b> —Apply for funding	LT (DEWA)
16. <b>Bushkill Outreach Facilities</b> —Secure GMP update funding through DOI	LT / other partners
17. <b>Visitor Center</b> —Secure GMP update funding through DOI	LT / other partners

## YEAR 3 (Winter 2017-Fall 2018)—Priority Tasks

## Partners

### ADMINISTRATIVE ELEMENTS (A)

A.1 Environmental Assessment—Amend / update as needed	DEWA
A.2 Partner Coordination—Continue regular meetings	DEWA / LT
A.3 Site Management—LT conducts maintenance services	DEWA / LT
A.4 Feasibility Study—Complete study, implement recommendations	LT / DEWA
A.5 BV Conservation Strategy— Implement	LT / DEWA
A.6 Cultural landscape Assessment—Complete Final	LT / DEWA
A.7 Conservation Easements—support applications	LT / DEWA to support partners
A.8 Partnership Outreach—Conduct strategy	LT / other partners
A.9 DEWA 50th Anniversary—	N/A
A.10 National Historic Register Nomination—Complete Nomination Form	DEWA
A.11 DEWA GMP Update—Begin Update process	DEWA
A.12 Promoting Bushkill Village— Market strategy with partners	LT / other partners
A.13 Funding (refer below and to Schedule)	

### PHYSICAL ELEMENTS

1. <b>Turn Store</b> —Complete rehabilitation construction, begin visitor services	LT / other partners
2. <b>Peters House</b> —design, begin rehabilitation construction	Primary / other partners
3. <b>Gas Station</b> —in service for visitors	LT / DEWA
4. <b>Train Station Platform</b> —in service for visitors	LT (DEWA)
5. <b>Post Office</b> —tbd	LT (DEWA)
6. <b>US Route 209</b> —Bushkill Falls Road—in service for visitors	DEWA
7. <b>Transit—Parking (at Turn Store)</b> —tbd	LT / DEWA
8. <b>Transit—Bus Stop / Pedestrian</b> — <b>Secure funding</b> , design, clearance	LT / DEWA
9. <b>Transit—Market Pavilion</b> — <b>Secure funding</b> , design	LT / DEWA
10. <b>Transit—Streetscape</b> — <b>Secure funding</b> , design	LT / DEWA
11. <b>Signage / Interpretive Exhibits</b> —install per element	LT / DEWA
12. <b>McDade Trail / Bridge</b> —in service for visitors	DEWA
13. <b>Railroad Trail / Bridge</b> —Construct	LT / DEWA
14. <b>Grist Mill Interpretive Pavilion</b> — <b>Secure funding</b> , design	LT / DEWA
15. <b>Mill Pond / Race</b> — <b>Secure funding</b> , design	LT / DEWA
16. <b>Bushkill Outreach Facilities</b> —Assess as part of GMP update process	DEWA / public
17. <b>Visitor Center</b> —Assess as part of GMP update process	DEWA / public

## YEAR 4 (Winter 2018-Fall 2019)—Priority Tasks

## Partners

### ADMINISTRATIVE ELEMENTS (A)

A.1 Environmental Assessment—Amend / update as needed	DEWA
A.2 Partner Coordination—Continue regular meetings	DEWA / LT
A.3 Site Management—LT conducts maintenance service	DEWA / LT
A.4 Feasibility Study—Completed	LT / DEWA
A.5 BV Conservation Strategy—All partners adopt, implement	LT / DEWA
A.6 Cultural landscape Assessment—Completed	LT / DEWA
A.7 Conservation Easements—support applications as proposed	LT / other partners
A.8 Partnership Outreach—Conduct strategy systematically	LT / other partners
A.9 DEWA 50th Anniversary—DEWA Celebration (summer 2015)	DEWA / LT/other partner
A.10 National Historic Register Nomination—Listed	DEWA
A.11 DEWA GMP Update—continue Update process	DEWA / public
A.12 Promoting Bushkill Village—Continue strategy w partners	LT / other partners
A.13 Funding (refer below and to Schedule)	

### PHYSICAL ELEMENTS

1. <b>Turn Store</b> —continue visitor services	LT / other partners
2. <b>Peters House</b> —Complete rehabilitation construction, begin service operations	Primary / other partners
3. <b>Gas Station</b> —in service for visitors	LT / DEWA
4. <b>Train Station Platform</b> —in service for visitors	LT (DEWA)
5. <b>Post Office</b> —secure, negotiate partnership	DEWA / LT
6. <b>US Route 209</b> —Bushkill Falls Road—in service for visitors	DEWA
7. <b>Transit—Parking near at Turn Store</b> —tbd	DEWA / LT
8. <b>Transit—Bus Stop / Pedestrian</b> —in service for visitors	LT / DEWA
9. <b>Transit—Market Pavilion</b> —construct, in service for visitors	LT / DEWA
10. <b>Transit—Streetscape</b> —construct, in service for visitors	LT / DEWA
11. <b>Signage / Interpretive Exhibits</b> —install per element	LT / DEWA
12. <b>McDade Trail / Bridge</b> —in service for visitors	DEWA
13. <b>Railroad Trail / Bridge</b> —in service for visitors	LT / DEWA
14. <b>Grist Mill Interpretive Pavilion</b> —Construct	LT / DEWA
15. <b>Mill Pond / Race</b> —Construct	LT / DEWA
16. <b>Bushkill Outreach Facilities</b> —continue GMP update process	DEWA / public
17. <b>Visitor Center</b> —continue GMP update process	DEWA / public



## YEAR 5 (Winter 2019-Fall 2020)—Priority Tasks

## Partner

### ADMINISTRATIVE ELEMENTS (A)

A.1 Environmental Assessment—Amend / update as needed	DEWA
A.2 Partner Coordination—Continue regular meetings, expand partnerships	DEWA / LT
A.3 Site Management—LT continues maintenance services	DEWA / LT
A.4 Feasibility Study—Completed, implement	LT / DEWA
A.5 BV Conservation Strategy—Implement	LT / DEWA
A.6 Cultural landscape Assessment—Completed	LT / DEWA
A.7 Conservation Easements—support applications	LT / DEWA support partners
A.8 Partnership Outreach—Continue to conduct strategy	LT / other partners
A.9 DEWA 50th Anniversary	NA
A.10 National Historic Register Nomination—Listed	DEWA
A.11 DEWA GMP Update—Complete Update process	DEWA / public
A.12 Promoting Bushkill Village—update strategy w partners	LT / other partners
A.13 Funding (refer below and to Schedule)	

### PHYSICAL ELEMENTS

1. <b>Turn Store</b> —continue visitor services	LT / other partners
2. <b>Peters House</b> —in service for public users	Primary / other partners
3. <b>Gas Station</b> —in service for visitors	LT / DEWA
4. <b>Train Station Platform</b> —in service for visitors	LT (DEWA)
5. <b>Post Office</b> —tbd	DEWA
6. <b>US Route 209—Bushkill Falls Road</b> —pedestrian improvements tbd	DEWA
7. <b>Transit—Parking (at Turn Store)</b> —in service for visitors	LT / DEWA
8. <b>Transit—Bus Stop / Pedestrian</b> —in service for visitors	LT / DEWA
9. <b>Transit—Market Pavilion</b> —in service for visitors	LT / DEWA
10. <b>Transit—Streetscape</b> —in service for visitors	LT / DEWA
11. <b>Signage / Interpretive Exhibits</b> —Install per element	LT / DEWA
12. <b>McDade Trail / Bridge</b> —in service for visitors	DEWA
13. <b>Railroad Trail / Bridge</b> —in service for visitors	LT / DEWA
14. <b>Grist Mill Interpretive Pavilion</b> —in service for visitors	LT / DEWA
15. <b>Mill Pond / Race</b> —in service for visitors	LT / DEWA
16. <b>Bushkill Outreach Facilities—Secure funding</b> —as per GMP update	DEWA / public
17. <b>Visitor Center—Secure funding</b> as per GMP update	DEWA / public

## 5.2 Schedule for Implementation

Refer to the graphic schedule.

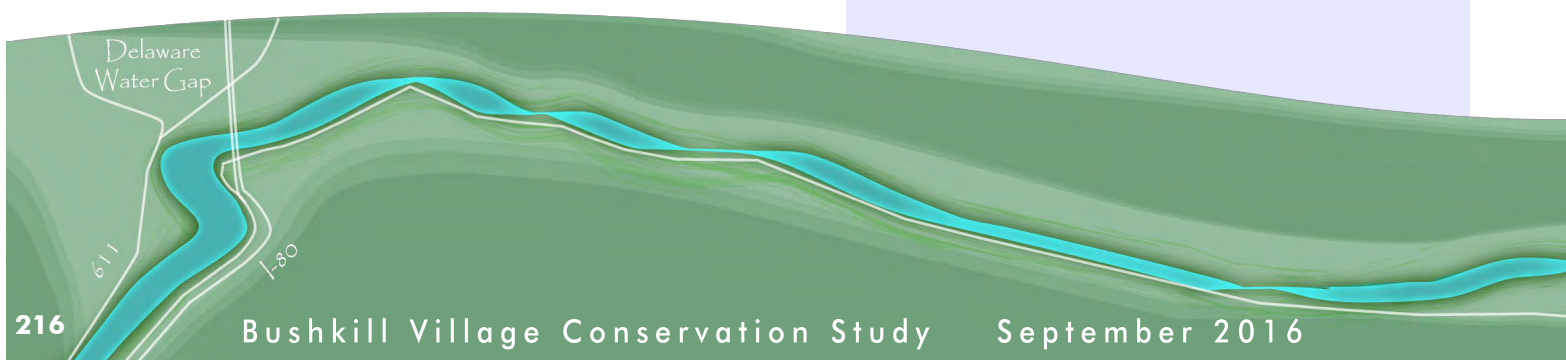
The Schedule for Implementation is a projected “road map” for achieving the consensus elements over five years.

The schedule unites each conceptual element of the **BVCS**, with potential partners and strategically targets funding sources within specific program application periods.

The sequence of elements will ultimately be determined according to funding availability and other administrative factors.

However, the overall framework remains a flexible partnership tool that can be easily modified as the actual opportunities appear on the horizon to secure funding and implement each conceptual element through the sequential phases of planning, design, environmental clearance and construction.

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## Appendix A - Lehman Twp. Responses to DEWA Staff Comments on BVCS Draft

### Page: Cover Page

Author: Imorlock

Comment: Study to replace Plan

Response: **Revised for all occurrences.**

### Page: ii

Author: wleonard

Comment: Water and sewage needs does not appear to be addressed.

Response: **Water and sewage utilities will be addressed for individual resource properties as determined to be needed by DEWA. The Turn Store is a privately-owned property with its own permitted water and sewer systems. The Peters House will likely need both water and sewer upgrades to become a functional public resource (such as a branch library) and those issues will be assessed by a specific feasibility study conducted by a prospective development partner with DEWA. The Meeting Center is operational for current DEWA uses, but may need to be revisited if DEWA modifies its current use. The Bushkill Outreach facilities may need improvements to sewer and water at some point. The Post Office is scheduled for demolition by DEWA. The Gas Station will need to have preliminary sewer and water decisions made by DEWA to issue an RFP for a development partner if it is to be rehabilitated as a trail center. The existing sewer and water systems for the Bushkill Schoolhouse are managed by DEWA. All other resources identified as part of the Bushkill Village cultural landscape strategy are not habitable structures and park users will continue to rely on the three (3) existing waterless rest stations within Bushkill Village. Any future potable public water source within the Village area will be by DEWA determination, but that option would be a potential amenity to a Bushkill Village cultural landscape. Ultimately, if a Visitor Center were considered for Bushkill Village, the feasibility study for such a project would include water and sewer feasibility and might possibly include an assessment of a “district” sewer and water system (and perhaps a district biomass heating system) for all the building resources in the village. There appear to be suitable areas above the flood plain that may support an on-site distribution system – such as an integrated sand mound or Living Machine system, possibly for a district. One potential area that such a system might be integrated visually into upland topography is in the previously disturbed Peters House ‘block.’ All these options remain DEWA decisions to pursue or not.**

### Page: iii

Author: wleonard

Comment: Parking locations and number of spaces needs more in-depth analysis, evaluation, and alternatives.

Response: **Several parking scenarios were studied. The ultimate suggested strategy for parking within Bushkill Village conforms to DEWA policy to minimize formalized parking. The Turn Store has recently focused on a plan to accommodate its township-required parking within the boundaries of its own site. The Peters House parking strategy is depicted as the minimum number of spaces required by Lehman Township for the building adaptive re-use as a public library, based on its first floor area. All other options that were studied to formalize parking are not part of the Suggested Strategy. The BVCS preliminary parking studies remain a relevant tool for future consideration by DEWA, at such time that Bushkill Village fulfills its potential as an active user hub for park transit users, McDade Trailhead, and official or de facto visitor landing site.**

**Page: vii**

Author: wleonard

Comment: Nomenclature of "preferred alternative" may be confusing with Env Analysis "preferred alternative".

Response: **Revised to read "Suggested Strategies" throughout the report.**

**Page: viii**

Author: wleonard

Comment: DEWA cannot commit to schedule depending upon other demands.

Response: **Lehman Township understands that DEWA cannot commit to a schedule to implement the Suggested Strategy for the Bushkill Village Cultural Landscape, due to multiple contingent demands on DEWA resources. The "Schedule for Implementation" presented in the BVCS is considered a "roadmap" and one possible route to navigate and coordinate actions by various partners – many of which are contingent upon applying and securing funding from sources outside the Department of the Interior budgets. The "schedule" as presented is intended to suggest a scenario that might be used to target and secure funds, and implement projects incrementally over a 5-year horizon. The Lehman Township tasks of securing funding may extend this schedule considerably. Lehman Township understands that any actions require DEWA approval.**

**Page: 1**

Author: Imorlock

Comment: The Executive Summary seems to focus more on the history of Bushkill Village than summarizing the study. I would prefer to see more details about the design and what are the key task. What are the elements that LT really would like to see does. The ES should explain that these are proposals and a full build-out scenario. It should also better outline the fact that this would be a staged process and that adoption is contingent on the EA.

Response: **The Executive Summary is needed to introduce all parties to the history, reasons, and opportunities to conserve and promote a Bushkill Village cultural landscape. The BVCS is not a "plan" or a "design." "Key Tasks" are identified in the Action Strategy (Section 5) in a general priority order. The word "proposed" has been replaced with "suggested" throughout the study document. The Suggested Strategies are contingent upon completion of an EA by DEWA. Parties who wish to understand more about the study process are invited to read deeper into the contents of the study – which is extensive with data; detailed in its suggestions for partnership actions; and contingent upon multiple factors that require DEWA decisions and third-party funding partnerships. Lehman Township seeks to ultimately implement all elements of the BVCS Suggested Alternatives – in cooperation with DEWA.**

Author: John Donohue

Comment: The NPS has endorsed the concept of doing a study but not the resulting study at this point.

Response: **Lehman understands DEWA support of the study process and acknowledges its concerns expressed regarding the draft. Lehman Township has sought to modify the final study document to address DEWA concerns – including specific clarifications on parking suggestions. The final study suggestions retain Lehman's need to identify opportunities that are important to its constituents – such as to ultimately see pedestrian crosswalks installed at the intersection of US Route 209 and PA SR 2001 in the future. Lehman understands that decisions on suggested elements of the BVCS resides with DEWA. It is Lehman Township's hope to have DEWA ultimately endorse the BVCS.**

Author: wleonard

Comment: There is no formal partisanship yet. Should say a developing partnership.

Response: **Modified to read as recommended.**

Author: wleonard

Comment: Review and comment on this document does not signify approval.

Response: **Lehman Township understands the DEWA review and comment of this study report does not constitute approval. Lehman will continue to work with DEQWA to seek its ultimate endorsement of the BVCS.**

## **Page: 2**

Author: Imorlock

Comment: Since these are all NPS land I think it would be better to only show the parcel outlines of the Private parcels

Response: **The property boundaries shown are an indication of the cultural landscape history.**

Author: Imorlock

Comment DEWA Cultural Resources Program Offices

Response: **This reference has been described in Section 2 narrative. Resources are identified as “former” in the caption (\* same in comments below)**

Author: Imorlock

Comment (NPS Firehouse)

Response: **This reference has been described in Section 2 narrative. \***

Author: Imorlock

Comment: Former Post Office

Response: **This reference has been described in Section 2 narrative. \***

Author: Imorlock

Comment: McDade Trail alignment

Response: **Map predates the through trail alignment**

## **Page: 3**

Author: Imorlock

Comment: Why is everything in quotes - the overuse of quotation marks throughout the report makes it seem like you don't believe anything your saying or that everything is made up.

Response: **These presumptions are not correct. The convention of using “quotation marks” to introduce a word or idea has been reduced as much as possible in the study document to satisfy DEWA preferences.**

Author: Imorlock

Comment: should use approximate date

Response: **Detailed information is provided in Section 2.**

Author: John Donohue

Comment: Comparison photos such as of the Peters House should show the same view a perspective if at all possible

Response: **Modified as requested.**



Author: Imorlock

Comment: No need for quotations these are actual inholdings not approximate...

Response: **Modified as requested.**

**Page: 4**

Author: wleonard

Comment: All historic issues should be verified with Brinnen Carter.

Response: **As per DEWA**

Author: Imorlock

Comment: delete "improve"

Response: **Replaced with "interpret."**

**Page: 5**

Author: Imorlock

Comment: Delete Historic - land forms are landforms - historic implies man-made

Response: **Paragraph rephrased.**

**Page: 6**

Author: Imorlock

Comment: Milford would be better reference since the reservoir would have ended downstream of Milford.

Response: **Modified as requested.**

**Page: 7**

Author: John Donohue

Comment: the term ancient in Cultural Cues has a specific meaning that is out of context here

Response: **Removed and rephrased.**

**Page: 8**

Author: Imorlock

Comment: No need for quotations the county line does follow the creek.

Response: **Modified as requested.**

Author: Imorlock

Comment: Again no need for quotations it is a contact station.

Response: **Modified as requested.**

**Page: 9**

Author: Imorlock

Comment: remove quotes - we are all National Parks even if our name is National Recreation Area.

Response: **Removed and rephrased.**

Author: Imorlock

Comment: Remove all quotation marks around the work park. We are trying to promote that we are as much of a park as any National Park unit and not "just" a recreation area.

Response: **Modified as requested.**

Author: Imorlock

Comment: remove quotes – “river-based”.

Response: **Modified as requested.**

**Page: 10**

Author: kdeutsch

Comment: I agree with Bill. I'm not sure the act of creating DEWA is an eligible event.

Response: **And Lehman Township agrees. Lehman Township suggests that the creation of the DEWA that we celebrate today was the difficult resolution of a major cultural event – the park is not the cultural event itself. Lehman Township suggests that the “Tocks Island” period of significance makes DEWA eligible for the National Historic Register based on a major national environmental battle that was waged locally, across three states, and in in Washington, DC for at least a decade. The DEWA conception, backed by a broad constituency sought to flood the Minisink valley as a major new regional environmental resource for the East Coast – before there were even modern environmental regulations in place to assess its potential impacts. The entire process, including the emerging national environmental awareness and an extreme local public reaction to stop it ironically ended as a conserved free-flowing section of the Delaware under the Wild and Scenic River program. The distinction concerning eligibility as an “event” stands clearly – the eligible event is the national environmental battle, not the creation of DEWA. This will be a DEWA call, but Lehman would welcome a part of this discussion with DEWA.**

Author: Imorlock

Comment: should be nearly not over

Response: **Modified as requested.**

Author: kdeutsch

Comment: public transportation artery is confusing in this context; I think it's intended to mean major transportation artery.

Response: **Modified as requested.**

Author: kdeutsch

Comment: As part of a pilot project. Funding is now expended and the program future is unknown. Status.

Response: **Modified as requested.**

**Page: 11**

Author: kdeutsch

Comment: There are no private parking areas within the park.

Response: **Reference removed.**

Author: kdeutsch

Comment: The River within DEWA should be specified as the Middle Delaware National Scenic & Recreational River, which is designated under the Wild & Scenic Rivers Act. The river is 40 miles within DEWA.

Response: **Modified as requested.**

Author: Imorlock

Comment: 40 miles of the Middle Delaware National Scenic and Recreational River

Response: **Modified as requested.**

Author: John Donohue

Comment: In the section titled Resource Management Challenges make it 40 miles instead of 30 and at the end of the paragraph add the National Historic Preservation Act

Response: **Modified as requested.**

Author: Imorlock

Comment: other management plans/strategies

Response: **Modified as requested.**

Author: kdeutsch

Comment: and historic

Response: **Modified as requested.**

Author: kdeutsch

Comment: This isn't quite accurate, but the GMP is the most recent park management guideline. All NPS actions must first meet law, DOI policy, NPS policy, then park policy and plans.

Response: **Modified as requested.**

#### **Page: 12**

Author: Imorlock

Comment: Currently serves as offices for the park's Cultural Resource Program staff

Response: **Modified as requested.**

Author: Imorlock

Comment: Preferred alternative is not appropriate use here - we cannot be pre-decisional and this is not and Environmental Assessment. Saying something more along the lines of "This study outlines a potential full build-out scenario that interprets the Bushkill Village..."

Response: **"Preferred alternative" has been modified to "Suggested Strategy."**

#### **Page: 13**

Author: Imorlock

Comment: one potential full build-out

Response: **Lehman modified the language to use "Suggested Strategy" to address the list of seventeen primary conservation elements.**

#### **Page: 14**

Author: wleonard

Comment: Rather aggressive schedule.

Response: **The original schedule described a horizon of approximately five years, which Lehman acknowledges as aggressive. The revised schedule again describes a five-year horizon, with the intent to address known funding sources and target them strategically toward elements of the Suggested Strategy that both DEWA and Lehman seek to prioritize. As DEWA begins the EA for the elements of the BV Cultural Landscape, the next primary tasks focus on securing funding – most likely from sources outside DEWA budgets. Since DEWA understandably cannot commit to a fixed schedule, an**



**advantage remains to describing an aggressive schedule at the start and taking longer if needed, should targeted funding sources not be secured as originally hoped.**

Author: Imorlock

Comment: I agree - a 20 year plan would be more feasible assuming we were going to tackle all of the elements addressed in this study

Response: **Beginning with the EA process, the schedule is based on securing funding. Implementation of the full strategy might ultimately take 20 years, but since it is based on mostly non-DOI funding, a 5-year horizon is the most that can be realistically projected. As DEWA takes the lead on the EA, Lehman can take the lead as primary applicant for many of the potential funding sources – with DEWA consent.**

Author: wleonard

Comment: "municipal park" may not be appropriate.

Response: **"Municipal" was replaced with 'community' and is intended to emphasize local participation with NPS in caring for this section of DEWA.**

**Page: 17**

Author: Imorlock

Comment: delete "DEWA" valley...

Response: : **Modified as requested.**

**Page: 18**

Author: Imorlock

Comment: or 45

Response: **Modified as requested.**

**Page: 20**

Author: wleonard

Comment: This section needs revision

Response: **Section modified**

Author: John Donohue

Comment: add information from the 209 legislative history on temporary nature of commercial traffic

Response: **Addressed on Page 18 under "Roadway" second paragraph.**

**Page: 21**

Author: John Donohue

Comment: NPS agreed with Penn Dot that there would be no cross walks ADA or otherwise the alternative transportation stopping on both sides of the road is a better alternative

Response: **Lehman Township understands that this decision was a PennDOT-DEWA agreement. However, should this issue be revisited in the future, the Suggested Strategy for conservation addresses concepts to help make Bushkill Village pedestrian and bicycle friendly and accessible between the three major village blocks that are created by the two highways.**

**Page: 22**

Author: John Donohue

Comment: a crosswalk on 209 will be contrary to all of the work on the road to date and dangerous

Response: **Lehman Township recognizes that pedestrian crossings at the US Route 209–SR 2001 intersection were not considered feasible in the recent highway improvement projects. However, they remain an alternative that may be revisited in the future – if rogue and random highway crossings begin to occur by pedestrians and bike riders who seek to travel between the Turn Store and the McDade Trail and the Peters House. The diagrams in the study report identify potential multi-modal needs in this area. These decisions are up to DEWA.**

**Page: 23**

Author: Imorlock

Comment: proposed would be a better word

Response: **Modified to use “suggested.”**

Author: John Donohue

Comment: have the bus stop at BMC in both directions of travel

Response: **Narrative modified to include this concept.**

**Page: 24**

Author: John Donohue

Comment: a pedestrian/biking bridge for McDade Trail off of 209 closer to River is needed

Response: **Addressed in narrative on Page 25.**

**Page: 25**

Author: John Donohue

Comment: good place to include the recognition of the significant impact on Bushkill from the SR 2001 project

Response: **Addressed in narrative on Page 26.**

**Page: 26**

Author: Imorlock

Comment: replace “storage” with “offices”.

Response: **Modified as requested.**

Author: John Donohue

Comment: Community Drive is Middle Smithfield maintained

Response: **Added to narrative this section.**

Author: astein

Comment: The Township maintains the road and the road is not closed to through traffic in the winter.

Response: **Modified as noted.**

Author: wleonard

Comment: Dewa does not own Community Drive

Response: **Modified as requested.**

Author: Imorlock

Comment: do you mean "replacement"

Response: **Modified as suggested.**

**Page: 27**

Author: John Donohue

Comment: delete the discussion of the informal parking area it was a breach of our agreement.

Response: **Modified as suggested.**

**Page: 30**

Author: John Donohue

Comment: this is a good description of why some of the ideas are not practical

Response: **The sight line diagrams are intended to advance the discussion of adaptive reuse potential and vehicular access to specific resources such as the Peters House.**

**Page: 34**

Author: John Donohue

Comment: parking issue has to be resolved before anything else can proceed logically

Response: **The Suggested Strategy resolves any outstanding questions regarding new parking in Bushkill Village. Parking at the Turn Store that was earlier considered a potential partnership between DEWA and Lehman has been resolved by the private owners within the boundaries of that property. The only other suggested parking area improvements are shown as diagrammatic for the Peters House, based on Township ordinances that calculate number of spaces required based on building square footage as a public library use. No other formal parking is suggested within the BVCS. The BVCS suggested strategy relies on the current DEWA policy of not formalizing parking within the village area.**

**Page: 36**

Author: Imorlock

Comment: Continuation of the bus system through the park is dependent on funding.

Response: **Lehman Township understands these realities and supports DEWA efforts to continue and ultimately expand the recreation shuttle system within DEWA.**

**Page: 37**

Author: John Donohue

Comment: Mt. Laurel may be available for town to participate in actual purchase

Response: **Lehman Township remains very aware of the Mount Laurel situation, and has taken this concept suggestion under advisement. Any purchase of property as open space by the Township would likely require a financial partnership with Pike County and the Commonwealth.**

**Page: 38**

Author: John Donohue

Comment: no park and ride anywhere in DEWA would be appropriate

Response: **The BVCS does not propose it. This stipulation is on page 39.**

Author: Imorlock

Comment: remove quotes McDade Recreation Trail is its name.

Response: **Modified as requested. The distinctions between recreation and transportation trails are important in terms of the different requirements of potential funding programs.**

**Page: 39**

Author: wleonard



Comment: Number of parking spaces needs further discussion.

Response: **The Suggested Strategy resolves the discussion of parking spaces within DEWA to meet DEWA policy.**

Author: wleonard

Comment: Off-site infomercial signs are not normally permitting in National Parks.

Response: **The following clarification was added: Directional signage may be considered differently that advertisement signage.**

**Page: 40**

Author: wleonard

Comment: Certain restrictions apply for lands within NPS boundaries.

Response: **Modified as noted.**

Author: cbeasley

Comment: I think this is a good idea. (Using the NPS interpretive system.)

Response: **Lehman Township agrees. Why reinvent a nearly perfect wheel ?**

**Page: 42**

Author: John Donohue

Comment: figures should be revisited after recession

Response: **This is probably a good idea, when it ends. That work is outside the scope of the BVCS and the update and could ultimately be more focused on more refined economic aspects.**

**Page: 54**

Author: cbeasley

Comment: This seems very inappropriate development of public resources. Developing a national park site for commercial business that are unrelated??

Response: **These concerns are recognized and acknowledged by Lehman Township. Understanding the methodology is important to assessing the market concepts and conclusions. In general, the economic analysis identifies the potential market demand for specific goods and services within the Bushkill Village service area. In fact, these demands do not need to be satisfied within Bushkill Village. Some might be feasible and appropriate within DEWA. Some may not. The economic analysis was conducted as partially constrained due to the national park location (ie: industrial parks were not included). The selected potential retail opportunity sectors were included with the understanding that at least one property (Turn Store) was privately-owned. The GMP identifies the Turn Store as an appropriate use to provide commercial goods and services to DEWA visitors. This function could include a range of commercial applications – beyond simply coffee/sandwich shop. The Turn Store will also serve the local market. Sporting goods could also be sold at Turn Store to serve visitors. It would be difficult to call marketing souvenirs at the Turn Store inappropriate. A similar discussion could occur for selling art. During the study process Peters Village was approached to consider if it might have an interest in marketing its arts and crafts at a satellite location within Bushkill. There might be advantages to multiple partners in this idea. The market analysis begins to raise these ideas. Except for the Turn Store, NPS has complete discretion on what goods and services are marketed within DEWA.**

Author: cbeasley

Comment: A small bike/hike/river type store seems like it might be appropriate.

Response: **These types of uses seem to have a universal appeal for Bushkill Village. The Suggested Strategy identifies both the Turn Store and the former gas station as potential sites for these types of uses. The Turn Store is privately owned, and the former Gas Station could be adapted by a DEWA concessionaire.**

Author: cbeasley

Comment: This seems to compare a gift store on the same footing as PVCC - doesn't seem appropriate. PVCC is non-profit - retail is for profit; one of PVCC's main premises is they are using the natural environment (national park) for art inspiration (a direct correlation with NPS goals) - the goal with a gift cluster is to make money (nothing to do with NPS goals)

Response: **Actually, within the market analysis the PVCC is considered as part of the gifts general market sector. If both the Turn Store and former gas station concession began marketing local arts and crafts as a way to broaden their businesses and appeal to visitors, this could begin to characterize a "gift cluster" (meaning more than one market site.) Turn Store is private enterprise. The gas station concessionaire would be bound by the terms of its agreement with DEWA. To be fair, DEWA is not the only inspiration for much of the art marketed in PVCC.**

#### **Page: 56**

Author: Imorlock

Comment: Need to remember that DEWA is a park and not a place any more that is appropriate for Lehman to create everything they might need commercially. If Lehman needs this they should work with developers outside of the park. DEWA still needs to maintain its parkness

Response: **Lehman Township supports this position, except that Bushkill is a place within the park. The market analysis was just that – an assessment. The research and findings of what the market might bear in this location are quite different from what is in the Suggested Strategy. The emphasis on a market assessment by Lehman Township was two-fold – to find out what the market would support (needed); and to determine within that feasible market what are potentially appropriate commercial uses within the Bushkill Village area of DEWA. Lehman is not seeking to increase tax rates by redeveloping in Bushkill Village, and the Suggested Strategy does not represent that intent. Lehman is seeking to have its former community center be alive and inviting as civic place again for residents and visitors – and there are certain improvements and uses that can help make that happen appropriately within the national park. The "cultural landscape" is the best model for Bushkill conservation. Fortunately it appears that the Turn Store has a private-sector solution that will support a BV cultural landscape. DEWA has suggested that a trail/sporting goods concession might be possible in the former gas station. The former post office is slated for demolition, and DEWA will decide if a public library branch is appropriate adaptive reuse within the national park. That represents the extent of suggested adaptive reuse "development" concepts for extant buildings in Bushkill.**

#### **Page: 57**

Author: John Donohue

Comment: use the NPS MGM information

Response: **Please provide.**

#### **Page: 59**

Author: John Donohue

Comment: the post office is in condemnation state and has a very short projected life span

Response: **This condition is acknowledged in several sections of the study report.**

**Page: 61**

Author: cbeasley

Comment: Not sure this is a good path to go down - very limited parking for a festival (even with the additional parking planned).

Response: **The cultural event option was assessed as part of the study. DEWA has suggested looking at remote parking if such an event were ever to occur. The primary issue is the appropriate scale of a potential event. The BVCS Suggested Strategy does not identify new parking for this type of use. The previous Bushkill Outreach “market day” or a future farmer’s market day might continue to be conducted at a small scale. This possibility is an eventual type of use, and remains a DEWA call if an event were ever proposed by a DEWA partner.**

**Page: 62**

Author: cbeasley

Comment: Really? My understanding is that most small community museums are not that popular and struggle to stay in business.

Response: **The “rarely too many museums” sentence was removed.**

**Page: 63**

Author: Imorlock

Comment: word like development blocks concern me. The park has a hard enough time maintaining the infrastructure we have and we are mandated to reduce our infrastructure.

Response: **A definition statement was added to the caption of that figure. If DEWA goals are achieved and recreation transit use grows within the park, infrastructure improvements are inevitable.**

**Page: 65**

Author: Imorlock

Comment: 2013 or 2014 (check with Bill L for timeline)

Response: **Narrative modified to be a completed project**

**Page: 66**

Author: Imorlock

Comment: underway.

Response: **The roadway improvements have since been completed.**

**Page: 67**

Author: Imorlock

Comment: why quotes - is it listed or just eligible - just say what it is.

Response: **Modified as suggested.**

**Page: 69**

Author: Imorlock

Comment: satellite would be a better word

Response: **Original term eliminated since change of ownership in Turn Store.**

**Page: 72**

Author: Imorlock

Comment: former

Response: **Modified as suggested.**

Author: wleonard

Comment: No decision has yet been made

Response: **Noted in narrative**

**Page: 73**

Author: wleonard

Comment: Not true

Response: **Modified to reflect the undetermined demolition date.**

**Page: 74**

Author: lmorlock

Comment: delete (there were four)

Response: **Modified.**

Author: cbeasley

Comment: If a commercial operation needs to go through a competitive solicitation process here, shouldn't this be mentioned in the gift shop section of the document?

Response: **The market analysis section was non-site specific. The concession possibility was addressed for the most likely resource.**

Author: wleonard

Comment: Not true

Response: **The option for DEWA to solicit proposals for the adaptive reuse of the former gas station was discussed with DEWA in response to the Bushkill Outreach letter of inquiry to DEWA about operating a trail center in that facility. Original sentence remains.**

Author: kdeutsch

Comment: Did the park provide info on Phase 1 environmental for the gulf station?

Response: **Not provided to the Lehman Conservation Study team.**

**Page: 75**

Author: astein

Comment: DEWA also uses this site for internal meetings, workshops and training. The facility is not staffed during the winter; however, it is manned by interpretive staff during the summer.

Response: **Modified as suggested.**

Author: cbeasley

Comment: The toilets don't work?

Response: **They may work now. Sentence removed.**

Author: cbeasley

Comment: No longer operated by the Friends - they couldn't raise the funding. It has be operated by the NPS the last two years.

Response: **Modified as suggested.**



Author: Imorlock

Comment: adaptive reuse is already occurring here

Response: **Modified to include this new information.**

**Page: 76**

Author: kdeutsch

Comment: Where did this info come from?

Response: **This assessment was developed by the BVCS team.**

Author: kdeutsch

Comment: under agreement with DEWA.

Response: **Modified as suggested.**

**Page: 77**

Author: John Donohue

Comment: Bushkill Outreach is a good partner but there is no plan to add buildings or parking, that is not adaptive reuse

Response: **Paragraph modified to reflect this DEWA policy.**

Author: astein

Comment: This building houses the park's Fire Management staff in addition to staff of the Region's Integrated Pest Management Program.

Response: **Modified as suggested.**

**Page: 78**

Author: kdeutsch

Comment: When the GMP was done, the Bushkill Schoolhouse was a Resource Protection & Visitor Management (law enforcement) district office. It is now the cultural resource branch office in Resource Management & Science Division.

Response: **Modified as suggested.**

Author: astein

Comment: This building is also an office for staff of the park's cultural resource program.

Response: **Modified as suggested.**

Author: kdeutsch

Comment: Period of significance is NHPA terminology.

Response: **Acknowledged. The use of the term is suggested as appropriate in this instance.**

**Page: 79**

Author: John Donohue

Comment: There is no plan for Lehman Township to help DEWA build the pavilion. It is a town project

Response: **Acknowledged, that Lehman will take the lead on this project design, construction and maintenance. This is stipulated in the narrative.**

Author: Imorlock

Comment: is this practical given all of the parking issues?

Response: **The train station platform pavilion is a consensus element of the Suggested Strategy and the one believed by all partners to provide the most immediate benefits to DEWA in Bushkill. Construction of the Train Station Pavilion is not dependent upon formalizing or adding parking areas.**

Author: Imorlock

Comment: I'm not sure the park would be too happy with a lot more parking areas

Response: **Same as previous response.**

Author: kdeutsch

Comment: We would need a "general agreement" between parties that outlines roles & responsibilities and duration.

Response: **Modified to include this language.**

Author: Imorlock

Comment: "tentatively"

Response: **The sentence was modified to state explicitly that DEWA support of the project is contingent upon execution of a general agreement and an EA for the project.**

#### **Page: 80**

Author: kdeutsch

Comment: I don't know what this means, it would have to "bear the typical fiberglass footbridge..." This was not said by the park. Any trail design would need to be done by the park.

Response: **The original phase was intended to say that rehabilitated bridge piers would be needed to bear a new trail bridge. The paragraph has been modified as recommended to specify that DEWA will design trails within the Park, and Lehman partnerships can help fund their construction.**

#### **Page: 81**

Author: Imorlock

Comment: I'm not sure the park would want to do this. The site could be interpreted without constructing another structure. Seems like the existing structures would be more appropriate and sustainable.

Response: **Decisions to allow every element of the BVCS to advance are by DEWA. A mill interpretive pavilion is a much lower priority element than the Train station pavilion – but it would serve the same basic uses and is the same nature of interpretive project. If Bushkill Village is to become a transit and trail hub; if it is intended as place where people can become immersed in a significant cultural landscape within DEWA; and especially if significant elements are clustered sufficiently close so that visitors can have a threshold of experiences without getting into their cars to see each one – then interpretative elements such as a train station and mill pavilions are really important, and represent more than just interpretative signage. Clearly interpretation merged with visitor amenities such as a park shelter have not yet been priorities for Bushkill. But if this heavily-trafficked entry into the park can be improved and maintained with the help of local, county, and state partners, then it is an important element to identify the suggested Conservation strategy.**

Author: cbeasley

Comment: a pavilion seems a bit much for an interpretive "station"

Response: **This comment is appreciated. It allows the partners to interpret interpretation options in various ways. It might be different if the mill pavilion were proposed to be a pre-fab budget structure, or proposed to be developed in isolation – without the context of an extant structures and artifacts.**

But none of the elements of the Suggested Strategy are envisioned in isolation. Together they represent a framework around which the cultural landscape stories of Bushkill can be assembled and told. The intent of the BVCS is not to recreate a mill, but to interpret its three dimensional form and scale spatially as an open air, park pavilion – to serve as a functional amenity for Park users. An interpretive sign next to a pile of foundation stones will not evoke people’s curiosity or attract visitors like a simple interpretive frame in a tangible context. Mills have a special central stature in historic communities – an industrial heart, akin to a railroad station – both connected intimately to the landscape. The context of both the mill and train platform artifacts extends into the surrounding grades of the village that were manipulated to create them as systems. At the most basic level these suggested pavilions will serve as shelters from the weather and as picnic locations for park visitors. At their envisioned intellectual level they will serve as visual icons and orientation devices to educate about Bushkill and regional history. From the Train pavilion, the visible grade can become real again as a rail-trail for users to hike. From the Mill Pavilion, the contours and walls of the mill pond – as well as the millrace are visible upstream along the Little Bushkill. Downstream the location of the tail race can be interpreted where it poured water back into the Bushkill. From the pavilion, the entire mill landscape becomes connected and visible. But, it is the attraction of the pavilion that gets people to that place, and then it is also functional. Fishermen/women will find this pavilion useful. Ice skaters on flooded millpond will use this pavilion. Its prominent location will mark the visual portal into Bushkill Village. If the BVCS was a community wish list without a commitment of partnership, then a mill interpretive pavilion might be a “bit much” to ask. But the BVCS is a different approach that seeks to address issues and ideas as comprehensively with a strategy to bring local, county and state resources to implement appropriate elements. The concept of the Mill Pavilion is not conceptually inappropriate for Bushkill within DEWA. If its eventual possibility is based on a local lead for construction and maintenance, it deserves to remain as an element of the Suggested Strategy, with the final decisions by DEWA. Constructing the train station pavilion will help answer questions about a future mill pavilion.

**Page: 82**

Author: astein

Comment: This looks like a picture of a wall, not interpretive signage.

Response: **Image caption has been modified.**

**Page: 83**

Author: kdeutsch

Comment: This would require much consideration.

Response: **Lehman Township acknowledges that there are questions to be resolved by DEWA. Ice skating is a historic recreation use on this site and can be considered as a potentially appropriate public recreation use within DEWA for the 21<sup>st</sup> Century. This element/use is not an initial priority, but deserves consideration – if partners come forward to assume assessment and maintenance responsibilities in partnership with DEWA.**

Author: kdeutsch

Comment: I would not recommend placing a trail segment on Creek Rd. Does the township support this?

Response: **Lehman Township supports all the elements in the suggested strategy. The general trail element suggested for Bushkill Village is to create a “loop” walking trail – that uses the former railroad grade as a spine and connects to Railroad Avenue (a DEWA trail) and then create a walking trail link from Railroad Avenue parallel to Creek Road that would connect back into Bushkill Village near the historic mill site. The BVCS acknowledges the narrow and aging Creek Road Bridge over the**

Little Bushkill, and suggests that when this bridge is replaced, that it include a sidewalk on the upstream side.

**Page: 84**

Author: kdeutsch

Comment: We really need to discuss this whole section re: historic significance.

Response: **Lehman Township has taken a leadership role to articulate a local interpretation of the historic significance of Bushkill Village within the larger DEWA context, and this has enabled the greater Lehman community to express its ideas and conceptions for its historic "home." There has never been an opportunity like this before, and it is a result of an open collaboration between Lehman Township and DEWA. Lehman remains open to discussing all ideas and offers the BVCS as a deeply considered local viewpoint that is a valuable asset to, and respectful of DEWA stewardship.**

**Page: 85**

Author: kdeutsch

Comment: This isn't true. We provide a recommendation and seek concurrence with the State Historic Preservation Officer.

Response: **This was an interpretation of a conversation about the subject. Modified as written.**

**Page: 86**

Author: kdeutsch

Comment: Why is this relevant?

Response: **It was included in an assembled list of previous reports. Based on this comment it was removed from the list.**

Author: kdeutsch

Comment: This was an Alt Transportation FEASIBILITY study.

Response: **Modified as stated**

Author: kdeutsch

Comment: There was no "status report". There were two McDade Trail EAs.

Response: **Modified as stated**

**Page: 87**

Author: cbeasley

Comment: None of the partnership listed are on the same level as what is being proposed. It is comparing apples to oranges.

Response: **Lehman Township acknowledges that the concept for a Bushkill Village Cultural Landscape is different than previous partnerships or general agreements with DEWA. To that end, it is valuable to provide an overview of the "models of existing DEWA partnerships." The section heading remains.**

Author: kdeutsch

Comment: and other applicable policy and law.

Response: **Modified as stated.**

Author: cbeasley

Comment: it is not a lease - this word should be avoided so there isn't confusion.

Response: **Modified as stated.**



**Page: 88**

Author: kdeutsch

Comment: Feasibility Study.

Response: **Modified as stated.**

**Page: 89**

Author: wleonard

Comment: Parking location and number of spaces required more thorough study.

Response: **Lehman Township agrees and acknowledges that the early parking, access, and circulation studies in this section do not reflect the final Suggested Strategy for parking in the final BVCS**

Author: lmorlock

Comment: why not adaptive reuse. We already have too many buildings to maintain. Sustainability would dictate that adaptive reuse of important structures is a better option

Response: **In general, Lehman Township agrees that adaptive reuse would be preferred for a new DEWA visitor center. Within Bushkill Village, the one existing structure that has been previously identified for adaptive reuse as a modern visitor center is the Bushkill Meeting Center. This idea began with a general recommendation within the *DEWA Alternative Transportation Feasibility Study*, without supporting analysis. However, depending on the development program, sometimes the most sustainable (and most cost effective option) is to construct new (and green) and not attempt to force uses into or to expand an existing building. These are relevant discussions for Bushkill Village. Lehman does not consider the Peters House appropriate to meet the anticipated program for a new visitor center. Adaptive reuse or the former church site (Outreach) may not be feasible. The point is that all options should be considered early during a site selection feasibility study process. Bushkill Village does offer some significant geographical advantages as a general location for a new DEWA Visitor Center. Near the southern entrance to DEWA, where the greatest traffic volumes occur, there are no other existing DEWA buildings that are suitable to be adaptively re-used as a new Visitor Center. If sites outside Bushkill are considered, they would require new construction, perhaps on previously un-disturbed sites. Bushkill needs to be considered as a potential location for new Visitor construction under the same criteria as any other site. Bushkill offers the advantage to construct a visitor center on previously disturbed land. New visitor center construction in Bushkill might be accomplished harmoniously within a scale and context that echoed the historic village. Such a development would be considered “in-fill” and be supported by Lehman Township under its village commercial ordinances. The in-fill concept in a former village district might be the next best alternative after adaptive reuse.**

**Page: 90**

Author: lmorlock

Comment: These buildings still need to be maintained as will any future buildings so costs should take long term maintenance into account

Response: **Lehman Township acknowledges these life-cycle realities. A new visitor center feasibility study for DEWA will address these issues. The BVCS suggests a similar study be conducted to assess the potential adaptive reuse of the Peters House for public branch library.**

**Page: 91**

Author: wleonard

Comment: More study required

Response: **Lehman Township agrees. The analyses of potential visitor center blocks were performed to set the cultural landscape study in context of that potentiality. The final BVCS is not dependent on a future visitor center in Bushkill, but it does provide an early assessment of the potentials and important considerations, if it were to be considered.**

**Page: 93**

Author: kdeutsch

Comment: This is all old information quoted from the GMP. Much of it is now inaccurate.

Response: **This is important information to understand. Lehman Township can read it and make suggestions, but Lehman relies on DEWA to interpret the 1987 GMP. Lehman Township fully supports DEWA efforts to update the GMP.**

**Page: 99**

Author: Imorlock

Comment: Middle Delaware National Scenic and Recreational River

Response: **Modified as stated.**

**Page: 101**

Author: wleonard

Comment: No snowmobiling

Response: **This appears to be a case where the 1987 GMP is now out of date. This use was eliminated as stated.**

Author: kdeutsch

Comment: Calling the MRT an alternative transportation system is certainly stretching it.

Response: **Lehman Township supports the DEWA initiative of alternative transportation shuttles, especially how it reaches outside the Park and also facilitates walking, biking and canoeing. Lehman acknowledges the strategic location that Bushkill Village plays in this service system. This caption has since been modified.**

**Page: 104**

Author: kdeutsch

Comment: It was and is still operated as a part-time visitor center.

Response: **Modified to include this information.**

**Page: 105**

Author: Imorlock

Comment: The existing McDade alignment does not maintain the connections as originally planned

Response: **Lehman Township acknowledges that the MRT alignment has changed since the original plans. For the purposes of this study the important issues are that the MRT passes through Bushkill Village; that Bushkill is a major trailhead for the MRT; and a new MRT bridge over the Brodhead Creek is ultimately needed.**

**Page: 106**

Author: Imorlock

Comment: temporarily access over the road bridge provides the link and parking at BMC gives access to the trail

Response: **Modified to include this information.**

**Page: 109**

Author: kdeutsch

Comment: Bushkill Meeting Center

Response: **Modified as stated.**

Author: astein

Comment: There are several working toilets. Primarily non-potable water supply.

Response: **This section has been modified to eliminate a description of the status of potable water and sanitary facilities at the BMC.**

Author: kdeutsch

Comment: Why is parking considered "informal" at BMC? Because it's not paved?

Response: **This description has been modified to describe the BMC parking area as more physically "articulated" than spaces that are currently used informally for parking elsewhere in the Village.**

Author: astein

Comment: This is a picture of Dingman's Falls Visitor Center. This VC is not close to Bushkill Village.

Response: **Modified caption to read Dingman's Falls.**

Author: kdeutsch

Comment: This is all unknown for the future.

Response: **Modified to include this advisory.**

**Page: 110**

Author: Imorlock

Comment: All new trails would require considerable environment study and design

Response: **Lehman Township acknowledges this reality and offers a partnership to help catalyze funding that would assist DEWA to raise the priority of these trails; conduct the compliance studies; perform the design/engineering; and construct environmentally-cleared trails.**

Author: kdeutsch

Comment: This bridge is owned by either the Township or County. It is not DEWA road nor bridge.

Again, with the narrowness and traffic on this road, I would recommend against putting any pedestrians on it.

Response: **This is news that did not surface during the study process. Lehman will work with Pike County to prepare for the eventual replacement of this bridge to include a pedestrian facility on the upstream side. The DEWA caution not to route pedestrians on Creek Road is acknowledged and agreed. Lehman envisions a future section of a the railroad "loop" trail that runs parallel to Creek Road, based on a final EA.**

Author: kdeutsch

Comment: Delete this paragraph. These are not trails and not intended for trail use.

Response: **Lehman Township does not understand this decision, but the paragraph is deleted at DEWA request.**

**Page: 112**

Author: kdeutsch

Comment: Not in our GMP and likely not supported by the park.

Response: **Lehman Township acknowledges that camping as a visitor use is not identified in the GMP for this location. The idea was raised as a future potential during the study process.**

Author: Imorlock

Comment: The park is not required to provide everything for the area. Activities should be looked at regionally - state, municipal, federal, etc... should look together at what recreational opportunities the region provides

Response: **Lehman Township acknowledges this reality and does not expect DEWA to provide all types of services. The idea of small gatherings already occurs elsewhere in Lehman; in other local municipal parks, and by permission in DEWA. The concept was introduced during the study process.**

**Page: 115**

Author: Imorlock

Comment: Spell out (ADA suitability)

Response: **Modified.**

Author: kdeutsch

Comment: How is transit serving this listed population?

Response: **Specifics added.**

Author: Imorlock

Comment: I'm not sure sustainability has been proven by this study

Response: **Proving sustainability was not a BVCS goal. Sustainability is emphasized in the BVCS.**

Author: Imorlock

Comment: reconstructing buildings and lost infrastructure is not required to adequately interpret the history of a site

Response: **Lehman Township understands this – because that has generally been the DEWA policy since NPS stewardship with the free-flowing river park paradigm. However, situations have evolved and there are opportunities to create partnerships that weren't previously available – for many reasons. There are no suggestions in the BVCS to reconstruct buildings. And although there are no requirements for DEWA to “reconstruct” lost infrastructure, there are sound reasons, partners available, and a reasonable suggested strategy developed for a Bushkill Village cultural landscape that poses specific cultural feature opportunities as sound ideas for DEWA visitors.**

Author: kdeutsch

Comment: This figure is labeled wrong. This is Bushkill Falls.

Response: **Correction made for both image captions.**

**Page: 116**

Author: kdeutsch

Comments: What is the carrying capacity of this site? Lots of visitors means issues with road crossings and visitor conflicts.

Response: **Lehman Township understands the question, however that determination was not within the scope of the BVCS, and the question by necessity would need to be answered by DEWA. The BVCS Suggested Strategy echoes the potential described in the GMP for the Railroad Avenue Trail – to be an ADA-accessible facility. The BVCS includes the logical idea to reconnect the railroad grade as a trail**



back to the center of the village at the train platform terminus. Many issues need to be addressed in the EA for Bushkill Village – for which DEWA will decide the scope. The Railroad Trail loop concept suggested in the BVCS would not cross any roads. Unless parking is formalized by DEWA in the future, visitors will continue to park as they currently park at the small designated lot at Bushkill Meeting Center and in the other scattered informal parking areas within the village. There are already lots of visitors to Bushkill and rogue pedestrian road crossings of US Route 209. The attraction of an open Turn Store will increase those possibilities. The suggestions in the BVCS seek to proactively identify potential resolutions. During an EA process, it would be important for DEWA to consider the potential for visitor parking at its Railroad Avenue Trail. The attractions of a Railroad Trail would be different from the attractions of the McDade Trail. These are all important considerations. Lehman Township believes the idea remains a strong one and suggests that it is an important part of a Bushkill Village cultural landscape interpretation.

Author: kdeutsch

Comments: This is very speculative.

Response: **Modified to be non-speculative. During the key person interviews PEEC did mention this possibility.**

**Page: 121**

Author: wleonard

Comment: No draft yet

Response: **Modified to indicate this.**

**Page: 122**

Author: Imorlock

Comment: are they mission critical or not. These quotation marks make me believe they are not...

Response: **The mission criticality of each element will be decided by DEWA. Punctuation modified as preferred by DEWA.**

Author: Imorlock

Comment: Nothing can happen until after an EA is conducted. The EA and NHPA work should be the first next step. All other work hinges on that process being completed and a preferred alternative which may or may not be all or part of this plan as it stands

Response: **Lehman understands the need for the EA. If DEWA cannot agree in principle to the elements of the Suggested Strategy before it conducts an EA, then Lehman will comply with that DEWA process. Lehman will also actively seek funding for the EA to assist DEWA, it that is an issue to getting the process started. If The Train Station pavilion can be cleared within the entire EA – to begin as a pilot project, Lehman will assist DEWA in that regard. The BVCS has eliminated “preferred alternative” language for “Suggested Strategy” – which includes fifteen Conceptual Alternative elements for DEWA decision. Lehman suggests that all suggested elements are appropriate for DEWA in principle and understands that DEWA may either concur; select specific elements to advance; or allow some elements to remain within the approved list of elements with a contingent approval required at a later date.**

**Page: 124**

Author: Imorlock

Comment: focus is a strong word. perhaps there is a better way to put this - hold 50th anniversary event(s) in Bushkill

Response: **Lehman Township understands the DEWA concern. Modified as requested.**

**Page: 127**

Author: wleonard

Comment: No staging materials within NPS boundaries.

Response: **Modified as stated.**

**Page: 132**

Author: Imorlock

Comment: there are no preferred alternatives yet - this is a NEPA term which has not been conducted yet

Response: **Lehman Township understands and this language has been modified to "Suggested Strategies."**

**Page: 142**

Author: Imorlock

Comment: What about the other canoe liveries, especially those that operate closer to Bushkill?

Response: **Ruth Jones at Kittatinny Canoes was identified as a key person interview.**

**Page: 159**

Author: Imorlock

Comment: reword - proposed full buildout is perhaps a better phrase

Response: **Section modified as suggested.**

**Page: 165**

Author: Imorlock

Comment: replace this phrase throughout

Response: **Preferred alternative language is replaced with "Suggested Strategy" throughout.**

**Page: 169**

Author: wleonard

Comment: This decision cannot be made until after EA.

Response: **Lehman Township understands that implementing the Suggested Strategy requires a completed EA and DEWA approval. Section modified as suggested.**

**Page: 170**

Author: Imorlock

Comment: Would we want to do this? If we were trying to argue to form a new park now I think this nomination might make sense, but I don't know that its applicable at this stage. We can tell the story without a nomination

Response: **The nomination of DEWA to the National Historic Register will be a DEWA decision. The BVCS suggests that DEWA is eligible as a nationally significant event, not necessarily as a place. DEWA is eligible in 2015. Telling the DEWA story (interpretation) is not tied to a NHR nomination. The story for the park genesis and its environmental evolution can be aided by a NHR nomination. Continued evolution of the park would not be hindered by a NHR status, because evolution is its history.**

Author: Imorlock

Comment: Foundation Document may address some of these needs - GMPs are not readily being funding by the NPS at the moment

Response: **Lehman Township understands that DOI is apparently not funding GMP updates at this time. But demands and times change, so the BVCS identifies the need for a GMP update. Lehman supports DEWA initiatives to conduct a GMP update process. If DEWA considers a Foundation Document as the appropriate tool that is available within its management system at this time, then Lehman supports DEWA in this process.**

Author: Imorlock

Comment: EA should be first on every list

Response: **This reality is listed as the subtask in the "A" Administrative Tasks list, and identifies the need for and EA to address all elements of the Suggested Strategy.**

**Page: 173**

Author: Imorlock

Comment: EA?

Response: **Added as requested.**

**Page: 178**

Author: wleonard

Comment: Is this enough? Generally I hear \$100,000 as the estimate for an EA

Response: **DEWA estimate noted in SVCC costs.**

Author: kdeutsch

Comment: Again, this makes it sound like a decision document under National Environmental Policy Act, which it is not.

Response: Language modified to read "Suggested Strategy."

Author: Imorlock

Comment: How? I didn't see anything that addressed carrying capacity in this report, just that we needed to add more and more use and more and more parking. Perhaps a carrying capacity study both social and resources needs to be completed as well

Response: **Phase modified. Lehman Township will not determine any type of carrying capacity for Bushkill Village. DEWA will, through its EA process. The statement about parking is not accurate. The study included multiple parking alternatives. The BVCS Suggested Strategy does not. DEWA is clear about its current parking policy and that is reflected in the BVCS. No formalized parking is identified in the BVCS, except for the potential to adaptively reuse the Peters House. Lehman Township anticipates that the DEWA parking questions will be revisited at such time that a DEWA Visitor Center feasibility might get underway. DEWA will likely consider many aspects of carrying capacity at multiple sites.**

**Page: 179**

Author: wleonard

Comment: DEWA has not reviewed cost data in any detail and cannot ascertain accuracy. DEWA cannot commit to any funds for this effort.

Response: **Lehman Township understands the DEWA disclaimer on costs, as well as its inability to commit to funding elements of the BVCS conservation strategy.**

**Page: 183**

Author: Imorlock

Comment: Is this true?

Response: **The status of a McDade Trail – Bushkill Creek as described represents the understanding as related by DEWA during the study process. If this needs modification, please provide for BVCS modification.**

**Page: 191**

Author: wleonard

Comment: DEWA cannot guarantee that this effort is high priority compared to numerous other demands on personnel and financial resources.

Response: **Lehman Township understands this reality and accepts partner responsibility to negotiate funding for BVCA Suggested Elements from sources outside the DOI budget. Lehman looks forward to continued cooperative efforts to secure alternative funding and implement the elements approved by DEWA.**



## **Appendix B - Lehman Twp responses to comments from John Donahue, DEWA Superintendent on the draft Bushkill Village Conservation Strategy**

Dear Lehman Township Supervisors:

I want to thank you for the close cooperation that we have shared during your visioning process and workshops for making use of National Park Service Buildings and lands in the vicinity of Federal Road Route 209 and State Road 2001 junction. We continue to be interested and excited about the possibility of sharing responsibility and long term planning for such an area with Lehman Township. We have dedicated staff time, in particular our former National Environmental Policy Act (NEPA) Specialist, Kara Deutsch, myself, and former Deputy Superintendent Bob Karotko and present Deputy Superintendent Bill Leonard to participating in your process. Your contractor, Mr. Collins of Simone Collins is always a pleasure to deal with and has brought many creative ideas to the project. We have both general and specific comments on the plan being reviewed.

**Lehman Township (LT) response:** Lehman Township thanks Superintendent John Donohue and his dedicated staff at DEWA for enabling and participating actively in this Bushkill Village Conservation Study (BVCS) process.

### **General Comments:**

We continue to be concerned, however, about what appears to be an intellectual dissonance regarding the competing goals of the Bushkill Village Conservation [\[Study\]](#).

**LT response:** The goals developed through the study process are consistent, and were developed in cooperation with DEWA. Detailed LT responses (below) address specific DEWA items of concern.

On the one hand, Lehman Township has worked closely with PennDOT and the NPS on the modernization of that area including significant improvements in traffic flow and road widening on both Route 209 and SR 200<sup>[1]</sup> which has resulted in a much smaller and less significant cultural landscape and historical significance in the subject area.

**LT response:** LT shares concerns regarding the impacts resulting from roadway improvements surrounding the intersection of US Route 209 and PA SR 2001. LT sought to be a constructive partner in the negotiations between DEWA and PennDOT regarding those highway designs. LT supported modernization of SR 2001 for public safety and improved access, with the realistic understanding that some potential impacts might occur to the adjacent national park lands, and that DEWA would make the final decisions on conservation, unavoidable impacts, and mitigations.

The ultimate highway design was documented by an agreement between the two agencies. The improvements that were negotiated for SR 2001 include an alignment that begins at US Route 209 and extends up the mountain beyond what is generally described as the "Bushkill Village" cultural landscape study area. The larger DEWA highway project also included new signalization at the intersection and travel lane modifications on US Route 209.

Thank you conserving the former blinking traffic signal light as a cultural artifact that had served as a local landmark for many decades.

The BVCS process did run partially concurrent with the Routes 209-2001 highway improvement project, Potential impacts that LT considered important to acknowledge in the BVCS included:

- SR 2001 roadway widening and new super-elevated grades

- Location of new signal poles
- Highway improvement encroachment on National Register resources within the Bushkill Village cultural landscape study area – specifically the Peters House.
- New pedestrian access and mobility improvements that could be incorporated as multi-modal features within the overall highway improvement project.

LT acknowledges that the final highway improvements did impact the Bushkill Village cultural landscape. However, LT considers that DEWA managed the process well, and LT in no way considers the resulting impacts anywhere remotely near “fatal” to the ultimate goals to conserve, adaptively reuse, and interpret cultural resources in Bushkill Village.

In addition, much of the planned activities described in the BVC[S] would further alter the remnants of Bushkill Village, especially adding large numbers of parking spots which is problematic for natural resources as well as for preserving any ambience and cultural landscape.

**LT response:** The BVCS was conducted as a process of investigation, analyses, and “vision” synthesis that resulted in partnership recommendations. The study process included an economic component that considered what the regional market could “bear,” in terms of viable new businesses in and near Bushkill Village – if federal park lands could be developed “typically” within LT zoning regulations.

The economic element of the study revealed a relatively limited potential for new commercial businesses within the general Bushkill Village area. These findings were translated into concept plans that depicted what the physical “footprints” of those potentially viable business opportunities might look like if the existing structures were adaptively reused – and also, if new square footage was constructed as “infill” within the core village area to meet the total potential market demand.

These studies also addressed additional parking in terms of compliance with Township regulations, as well as studies of the potential for maximizing visitor parking within the Village core area.

The scope and purpose of these studies were discussed with DEWA in advance, and the analyses were conducted with the understanding that appropriate future adaptive reuses of existing structures may be possible within DEWA lands, but that new commercial structures would not be permitted.

The early “maximized” parking studies were included in the study report for reference, but the ultimate recommendations for parking improvements within the core Village area conforms to a strategy negotiated with DEWA that meets, but does not exceed the Township parking requirements based on square footages of existing structures – now specifically Peters House only..

No other formalized parking areas are recommended in the final BVCS. The “vision” concepts abide by the DEWA policy to limit auto-related improvements within DEWA boundaries, and they respond with recommended improvements that support the physical and economic demands of a park bus transit system.

The early real estate market and associated parking studies of the BVCS were conducted as, and remain, a resource should circumstances change and DEWA management policies for visitor parking within Bushkill Village be revisited in the future. One such case might include a possibility of a future visitor center within Bushkill Village.

Other priorities that are recommended in the BVCS are focused on visitor service improvements – such as walkway improvements, trail extensions; adaptive-reuse park shelters and amenities.

Specifically, the BVCS is focused on conserving, adaptively re-using, and interpreting extant artifacts and former resources as educational and recreation services for users. The BVCS recommends strategies for conserving remaining resources, maintaining original scale of the village, employing compatible materials, and appropriate design of suggested visitor improvements within the Bushkill Village cultural landscape study area.

The BVCS addresses conservation policies of project funding partners, including: recreation and conservation priorities of the PA Department of Conservation and Natural Resources (DCNR); and the multi-modal transportation and “context-sensitive design” priorities of the Federal Highway Administration (FHWA), as administered by PennDOT. The recommendations of the BVCS are consistent and compatible with DEWA goals and policies.

Specific recommendations regarding the Turn Store and a potential future visitor center are addressed below

On the other hand, there is a sincere interest expressed in preserving what little remains or the past and recreating other parts for a variety of economic and community based reasons. None of these goals are necessarily or inherently good or bad ideas, but it is essential that the conflict between these goals is resolved before any coherent plan can be completed. To put it more simply, if you create large parking areas and modernize buildings for adaptive reuse, little or nothing will be left for any historical enjoyment and the remains of the former cultural landscape will be extinguished permanently.

**LT response:** LT concurs with the DEWA intent to conserve remaining cultural resources in Bushkill Village specifically, and within DEWA in general. Partnership strategies are possible to accomplish these goals in ways that meet or exceed the Secretary of the Interior’s Standards and the National Park Service’s guidance for “Cultural Landscapes.”

LT seeks to work cooperatively with DEWA to reach agreement on the specific methods and details of cultural landscape conservation – and LT acknowledges the importance of limiting and managing motor vehicle parking within Bushkill Village to conserve DEWA resources.

As described above, parking improvements recommended within the BVCS are minimal and conform to limits negotiated with DEWA to meet, but not exceed the Township ordinances that will support to adaptive reuse of existing buildings – now specifically the Peters House..

Parking areas depicted as formalized within the BVCS recommendations do not exceed in total area the aggregate of areas that are currently used as informal parking areas within the Bushkill Village core area.

LT offers the BVCS as the germ of a future Culture Landscape Assessment (CLA) and an ultimate Cultural Landscape Strategy for Bushkill Village. LT suggests that improvements suggested in the BVCS as conservative interventions.

The concepts recommended in the BVCS are intended as ways to raise the current level of conservation treatments beyond their benign non-priority status to a more active partnership management level that acknowledges Bushkill as a strategic location with a rich history as a recreational destination that is still visible and capable of actively serving the public and being deeply interpreted.

These goals and their implementation are not contingent upon maximizing parking within the core area. Maximized parking is not recommended or sought by LT.

The recommendations of the BVCS will not be implemented as a single project – due funding realities and specific compliance requirements of each element. This phased reality ensures that

DEWA will have sufficient opportunities to assess any potential impacts from “successes” of any particular new element, and to respond with appropriate management decisions.

The new private owners of the Turn Store have developed a strategy that is not contingent upon DEWA partnership to provide parking spaces needed for its commercial operation. Township compliance reviews and approvals will be needed to confirm this.

If DEWA decides that the concept to adaptively reuse the Peters House for a Pike County Branch Library should advance as a partnership, DEWA would ultimately specify the number of parking spaces for that use. The BVCS identifies the number of spaces for this adaptive reuse concept, as the minimum required by Township ordinance based on the existing floor area within the Peters House.

The largest demands for formalized parking or for potential increased parking facilities within the core area of Bushkill Village may in all likelihood result from the successes of DEWA priority initiatives – specifically the popularity of Bushkill Village as a major trailhead for the McDade Trail, and/or the success of Bushkill Village as the major transfer hub between the north and south park transit shuttle loops.

A potential new Visitor Center would also require increased parking anywhere it is sited within the park, and such a site would be selected after its own alternatives feasibility study was conducted by DEWA.

The studies conducted and the alternative concepts considered in the BVCS remain valid as “due diligence” by a municipal partner attempting to consider multiple future contingencies within the Bushkill area of DEWA. Any recommendations can only advance with DEWA concurrence.

The sub-section “alternative studies” on page 42 succinctly articulates the common goal of limited parking in Bushkill Village.

The Peters House, for example, is irretrievably altered by the SR 200I road work recently completed. We are all complicit in the ramifications of what was clearly an essential transportation improvement; nonetheless it would be foolish not to recognize the resultant impact.

**LT response:** LT acknowledges that impacts occurred to the historic front yard of the Peters House by encroachments by SR 200I widening, drainage and signalization improvements. The adequacy of the existing driveway location for an adaptive reuse of the property would have come into question with or without the latest highway improvements – due to highway geometric concerns.

LT considers DEWA stewardship successful in conserving the Peters House structure, despite the truncation of the front yard by highway improvements. Impacts are visible, but not irretrievable and the BVCS envisions pedestrian improvements that can mitigate those resulting impacts.

Recent DEWA improvements to the exterior of the Peters House structure support the high level of integrity that remains in this national historic register resource.

The BVCS suggests improvements that can help mitigate the highway impacts to the front yard of the Peters house; include:

- Pedestrian cross walks
- Pedestrian activated crosswalk signals
- Additional pedestrian walk facilities for DEWA – in traditional sidewalk and other locations
- Pedestrian-bicycle linkages to the DEWA McDade Trail



A third issue is the values expressed by the commitment to creating an alternative transportation system. That system which is wholly endorsed by the BVC[S] is based upon a desire to increase visitation without destroying the natural and human environment. The primary goal of the system is to allow for the enjoyment of present and future visitors without removing more forest and other ecosystems to accommodate that enjoyment. Yet the BVCP refers to creating increased parking at every turn for every potential attraction.

**LT response:** this concern is addressed in responses above. Specifically, considerations include::

Turn Store – Recent actions by new private owners in 2015, have eliminated the need for a cooperative agreement for commercial use parking on DEWA land. All parking under the latest plan will occur on Turn Store private property.

Peters House – This concept remains a viable possibility as a DEWA partnership, and any resulting new or formalized parking spaces would be prescribed by DEWA. The BVCS shows six formalized parking areas on this parcel.

Train Station Pavilion – This feature is described as a priority in the BVCS and would not need parking added or formalized beyond the existing parking area that is adjacent to the extant RR platform and existing comfort station.

Gas Station – The adaptive reuse of this structure as a trailhead service concession is supported by DEWA and the existing surrounding area is currently used as an informal parking area. Ultimate parking and access improvements would be described by DEWA.

Other existing informal parking areas within Bushkill – These areas do not need be formalized or increased in size to implement the cultural and recreation improvements described in the BVCS.

General – Previously disturbed areas. The adaptive reuse and interpretation recommendations in the BVCS are based on the realities and opportunities of the former Bushkill town center as a remnant cultural landscape.

Any potential impacts proposed by appropriate recreation improvements within the previously disturbed core of Bushkill Village can be considered less negative than if either the historic or native environmental integrity of this area were still intact.. To a large degree they are not.

Significant human development and subsequent clearing of structures in this area have resulted in a disturbed landscape with multiple periods of cultural significance. The remaining extant resources range from two intact, potentially “habitable” structures to foundations of previous site structures, such as: mill, millpond, train station platform and railroad alignment. All of these layers of former human enterprises have resulted in a study site that represents a classic collection of “previously disturbed” resources that inspired NPS to create its “cultural landscape” protocols. Only minor vegetative clearing is proposed for specific recreation options.

No forest environments are proposed to be disturbed in the BVCS to improve public parking.

LT looks to DEWA leadership to help determine the most appropriate ways to adaptively reuse, feature and interpret the site and its former and remaining resources.

For several years we have suggested the village would be best served by creating an intermodal alternative transportation center outside of the park which could then serve the restored areas in the relevant area. The former Mount Laurel and the surrounding Highland Village already have exactly the parking and the roads needed for such a center. It could serve other transportation needs for Lehman Township and the surrounding area as well as for the alternative

transportation. We recognize that this is now a private property, but no belter time will come economically for the township to look at this issue.

**LT response:** The recommendations of the BVCS are in accord with the DEWA strategy to reduce automobile traffic within the park and to increase transportation alternatives – such as recreational transit bus service for visitors to reach the park and to traverse its 30-mile length.

The BVCS supports the DEWA strategy to grow visitor bus service, and the study identifies specific improvements within Bushkill Village that will benefit visitors who are considering the transit bus service as a primary transportation mode for park travel.

The logistics of creating a DEWA transit service hub at Mount Laurel are complex, beyond private property issues. LT supports DEWA concepts in this regard, with the understanding that issues such as the following need to be addressed:

1. The location of Mount Laurel is offline and remote from the primary Route 209 corridor.
2. Users entering DEWA from the primary southern park entrance on Route 209 must first travel through Bushkill to reach Mount Laurel and then travel again through Bushkill to access the park via shuttle. To return they must repeat the reverse travel pattern to exit the park to the south. This equals a net zero reduction in trip generation compared to a bus trip that originated and ended in Bushkill.
3. Unless the intermodal site was being accessed by users from points north via SR 2003, a remote shuttle embarkation location at Mount Laurel would add travel distance, time, and costs to most user travel within the park.
4. The Mount Laurel location is at a significantly higher elevation than the Route 209 corridor, and constitutes logistical and significant operational issues for bus managers..

Similar opportunities to develop user “park and ride” facilities outside DEWA might be possible along the Route 209 corridor north and south of DEWA boundaries. Intermodal park and ride facilities outside either end of the park could contribute to the future effectiveness of the existing DEWA bus shuttle service. LT supports such investigations

A Mount Laurel “intermodal” facility might help remedy the DEWA policy of no commuter bus park and ride facilities within the park boundaries. However, Mount Laurel is “off” the direct route of the primary local commuter travelshed for southbound traffic on SR 2001.

LT supports all DEWA efforts to improve its bus transit service, including further study of the potential to develop such a facility at Mount Laurel. LT also acknowledges that DEWA currently uses Bushkill Village as the transfer location between south and north loops of its transit buses.

Current users can park in Bushkill and access either bus loop there. Recommendations in the BVCS for transit-related improvements that will benefit transit users in Bushkill all remain valid regardless of any remote intermodal facilities that might eventually come online outside the park boundaries.

A fourth consideration is the blurring of the overall BVC[S] and its myriad ideas with the simple plan to build a pavilion at the former train station for visitor and community use. We are in agreement that such a discreet goal has real potential merit that can also demonstrate the commitment of the township to following through on completing some of these ideas. It would not require agreement on all of the larger and potentially controversial ideas in the BVC[S] for us to agree on the smaller project and cooperative effort. That being said we believe we should complete a smaller discreet plan for the area surrounding the Turn Store and the former rail station.

**LT response:** LT concurs with DEWA that development of the train station pavilion and surrounding area is a logical and reasonable initial partnership implementation project for Bushkill

Village. LT will work with DEWA to expedite this discreet project as a means to establish an initial partnership scope that upon completion can be assessed by both partners for its potential to be expanded as a broader agreement in subsequent stages. LT thanks DEWA for supporting its partnership funding applications for this project.

We also believe that if the township secured ownership of the Turn Store, the overall basis for a continued cooperative effort would be enhanced. We look forward to finalizing a discreet plan for a specific area that can be feasibly accomplished in the near future and continuing to meld our mutual visions of the future for the overall good of the local residents and the visitors to the area.

**LT response:** The Turn Store was acquired by private investors and not by LT (as potentially envisioned) to serve as a township recreation support investment. Since a shared parking area agreement on federal land between the new owners and DEWA was not possible, the new owners embarked on an action that would never have been considered by any other potential steward of this historic register site.

In an irony befitting DEWA history, the new owners razed the oldest portion of the Turn Store to reduce building square footage and create sufficient open site area to meet the township parking requirements within the privately-owned site boundaries.

Since that strategy appears to solve the primary impasse to renovating the Turn Store, a way appears possible for the new owners to re-establish small scale commercial and food service for nearby residents and visitors to DEWA – a goal sought by DEWA, LT and the local community.

#### **Specific Comments:**

P. 1 1.1 Introduction: The NPS has endorsed the concept of doing a study but not the resulting study at this point.

**LT response:** this paragraph was modified to read: *“The NPS unit at DEWA supported the study process...”* LT seeks to work with DEWA to endorse the final study report, as modified.

P. 3 Comparison photos such as of the Peters House should show the same view a perspective if at all possible

**LT response:** LT will seek to replace the “current” photo – in the final document, with an updated image (showing the building after DEWA exterior rehabilitation) and taken from a similar vantage point.

P. [8] the term ancient in Cultural Cues has a specific meaning that is out of context here

**LT response:** the term “ancient” has been replaced.

P. 11 In the section titled Resource Management Challenges make it 40 miles instead of 30 and at the end of the paragraph add the National Historic Preservation Act

**LT response:** modified as requested.

P. 20 add information from the 209 legislative history on temporary nature of commercial traffic

**LT response:** this reference was included in the fourth paragraph on page 18.

P. 21 NPS agreed with Penn Dot that there would be no cross walks ADA or otherwise the alternative transportation stopping on both sides of the road is a better alternative

**LT response:** LT understands the general intent behind this decision, but does not concur. The BVCS provides concepts for future crosswalks at the signalized intersection of Routes 209 and 2001 – in both directions.

LT suggests that these pedestrian crosswalk facilities may become practical and safety benefits as the multiple aspects of the Bushkill Village cultural landscape and the DEWA Alternative transit service begin to actively foster each other's successes. The alternative is renegade pedestrian highway crossings for people who cannot or don't wish to drive to the other side of the roads..

Currently, the DEWA transit bus service uses the open informal "parking" area directly south of the Turn Store as the transfer station between the northern and southern bus loops. Hikers and bikers who currently use the shuttle to reach this location must cross Route 209 at an undesignated location to access the McDade Trail.

A future strategy to separate the transit stop locations of the northbound and southbound bus loops would still require users to cross Route 209 in either or both east and west directions to reach various village destinations such as the Turn Store, the McDade Trail, Little Bushkill Creek and other attractions, with a frequency that depends upon the locations of separated northern and southern loop bus stops.

Separated shuttle stops do not solve the need for McDade Trail "thru" users to cross Route 209 to reach the Turn Store or for people who park on the west side of Route 209 to reach destinations on the east side without driving.

A similar condition currently exists for pedestrians to cross Route 2001 between the Turn Store block and the Peters House block. As both become increased attractions, the pedestrian access issues may need to be revisited.

The BVCS recommends pedestrian-activated ADA crosswalks at the signalized intersection of Routes 209 and 2001. This location is the optimum site for these new facilities, and the need may be revisited in the future, as the McDade Trail, seasonal bus shuttle, and interpretive attractions within Bushkill Village begin to attract more users, and the demand for safe and accessible highway crossings becomes a greater priority.

The alternatives to no official pedestrian crossings on Routes 209 and 2001 in Bushkill are random, rogue crossings or additional motor vehicle trips to cross the highways that separate the blocks within the village.

P. 22 a crosswalk on 209 will be contrary to all of the work on the road to date and dangerous.

**LT response:** LT understands the general idea behind this decision, but suggests that there may be a time in the foreseeable future to revisit the need for pedestrian crossings at this intersection. (per response above.) LT acknowledges that DEWA makes all final decisions.

P. 23 have the bus stop at BMC in both directions of travel

**LT response:** LT acknowledges the potential benefits of creating separate northbound and southbound bus shuttle stops on Route 209 in the future within Bushkill Village. Potential locations of separated bus stops are not specifically located in the BVCS concept plans, but this DEWA recommendation is included in the BVCS narrative. The BVCS depicts a conceptual southbound bus stop pull off location near the Turn Store. The optimum locations for separate bus stops will require its own traffic study (outside the scope of the BVCS).

P. 24 a pedestrian/biking bridge for McDade Trail off of 209 closer to River is needed



**LT response:** LT understands that DEWA has completed the design for a new McDade Trail bridge over the Bushkill Creek on the east side of Route 209 and that a location has also been selected. LT supports DEWA efforts to fund this critical link in the McDade Trail within Bushkill Village. The location depicted in the BVCS as the trail span over the Bushkill is conceptual and was intended to show the potential opportunity for a new trail bridge to also serve village pedestrian traffic in addition to trail “thru-traffic.”

LT supports DEWA decisions regarding Bushkill Creek crossings. LT suggests that future pedestrian travel within the Village might be investigated to include the option of reconfiguring lane lines on Route 209 bridge over the Bushkill as a means to create a dedicated pedestrian facility within the geometry of the existing deck.

P. 25 good place to include the recognition of the significant impact on Bushkill from the SR 2001 project

**LT response:** These impacts are acknowledged in the fourth paragraph on Page 26.

P. 26. Community Drive is Middle Smithfield maintained

**LT response:** This clarification was modified on pages 27-28.

P. 27 delete the discussion of the informal parking area it was a breach of our agreement.

**LT response:** Deleted as requested.

P. 30 this is a good description of why some of the ideas are not practical

**LT response:** The sections on roadway and transportation elements in the BVCS were developed by the project traffic engineer, including traffic counts accompanied by a discussion of the issues; of potential impacts; and opportunities to possibly mitigate highway project impacts with subsequent related Village improvements. The BVCS serves as a record of ideas considered during the process. LT acknowledges that DEWA makes all final decisions.

P. 34 parking issue has to be resolved before anything else can proceed logically

**LT response:** LT acknowledges and concurs. Circumstances have changed since the initial concepts for a Bushkill Village cultural landscape. Specifically, the strategy that LT and DEWA might cooperate in creating a parking partnership agreement for a rehabilitated Turns Store is now moot.

LT has will not promote any other parking improvement concepts within the Village study area.

Parking improvements that may result from adaptive reuse of the Peters House will be resolved between DEWA and those primary partners. The same is true for any potential adaptive reuse of the former gas station as a “trail” service station.

P. 37 Mt. Laurel may be available for town to participate in actual purchase

**LT response:** LT appreciates this idea and has closely monitored the circumstances surrounding the Mount Laurel property.

P. 38 no park and ride anywhere in DEWA would be appropriate

**LT response:** LT understands DEWA priorities are recreational shuttle bus services and LT is not in conflict with the DEWA policy that excludes public transit park and ride facilities within the park boundaries.

P. 42 figures should be revisited after recession

**LT response:** Possibly under the next round of study (when the recession has ended.)

P. 57 use the NPS

**LT response:** Need clarification.

P. 59 the post office is in condemnation state and has a very short projected life span

**LT response:** LT acknowledges the condition and the DEWA status of this structure. Caption was modified.

P. 77 Bushkill Outreach is a good partner but there is no plan to add buildings or parking, that is not adaptive reuse

**LT response:** LT understands and acknowledges the terms of the DEWA-Outreach agreement.

P. 79 There is no plan for Lehman Township to help DEWA build the pavilion. It is a town project

**LT response:** LT acknowledges and concurs with the DEWA clarification. Modification made.

## **Appendix C - Public Comments on Draft BVCS**

### ***Comment from Tina Careri, Received 9/22/16***

Lehman Township Employee,

Thank you for making this information public. I tried to read the entire report, but only got about halfway.

Thank you for taking into consideration the road grades and pedestrian flow before the changes were implemented. I like the idea of redirecting the entrance of the Peters house, and I wish that if it is repurposed as a library, that is a local history library. It is a trek to drive down to Stroudsburg to visit their local history room, and the library on Wilson Hill Road is not open convenient hours. We do not need a café and I am happy the building is not set up to support that type of business. It was nice to read that the train pavilion will be repurposed, as well as the mill platform. It will be nice to have railroad trail link with the power line trail. I wish the abandoned Turn house, just past railroad trail, would be included in Bushkill Village. I wish for the post office not to be razed, because even in the state it is in now, it is beautiful. The study makes everyone aware that it is known ahead of time, if the building is removed, visually we will be missing something familiar, and it will give a clearer view of the ultra-wide Bushkill Falls Road.

I did not like reading that the park is open to partnering with outsiders, as far as the bike rental station in the old Gulf gas station. This doesn't provide locals with jobs, and it gives power to people who already have money. I do not want some city slicker coming to our woods and making a quick profit. I wish the park would be willing to work with intelligent and poor locals, like myself, to see if we would be a better asset. I love living literally 5 minutes from the park border, to live in vacation land year-round, but it is a drag to drive far for a low paying job.

I am the Park Service Volunteer who has been working on the Brisco Mountain House, and I know township workers maintain the roadsides there. I hope that collectively, the township workers can see I put my heart into the park because it is what I believe in. I can see the potential in a diamond in the rough, and am so happy these changes are to go into effect. I did not read the complete conservation study, but I believe I can trust Lehman Township and the Park Service to do what is right.

Thank you for working to continue and increase tourist visitation.

Tina Careri