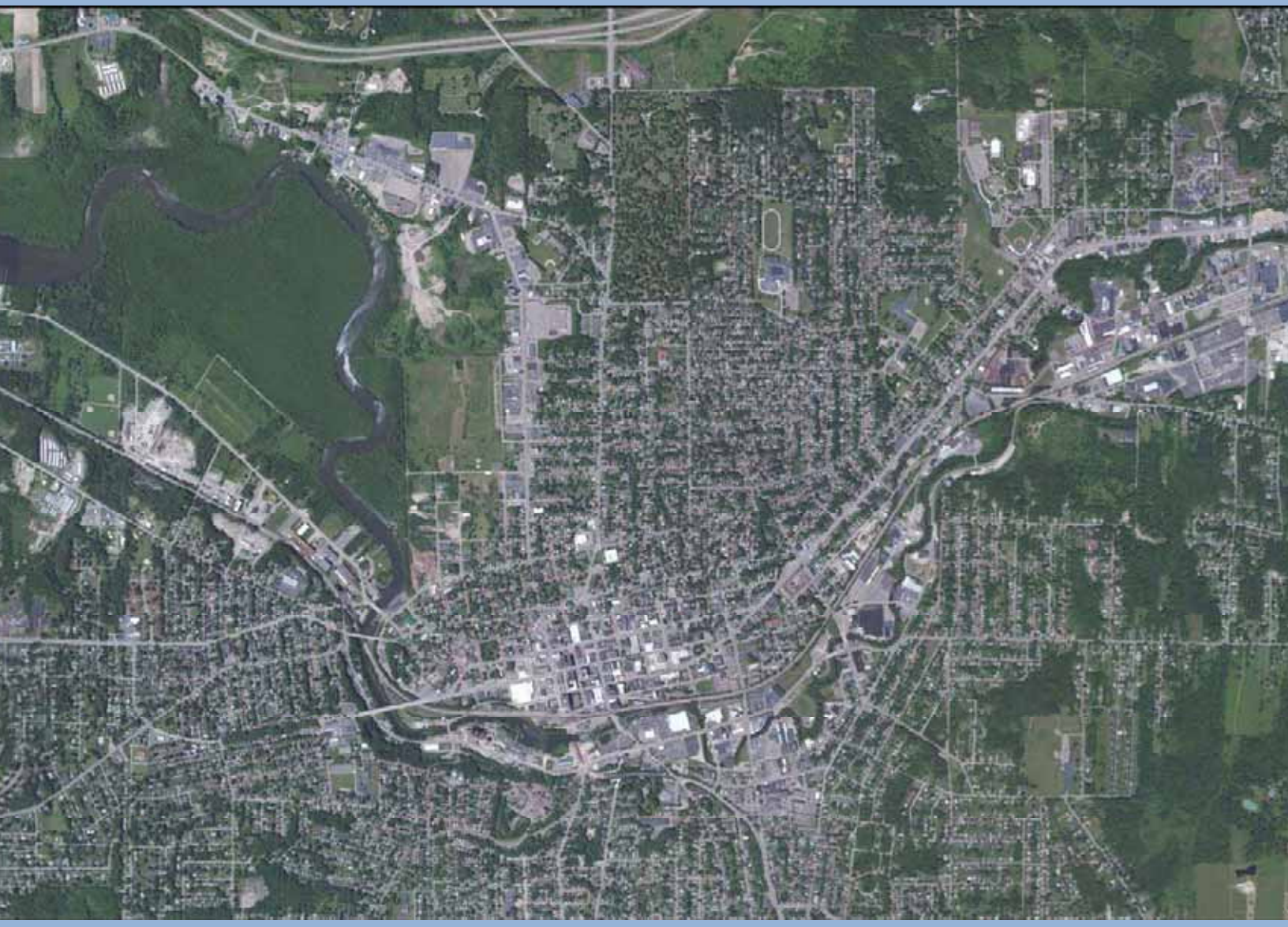


City of Jamestown

Local Waterfront Revitalization Program

March 2014

DRAFT

LABELLA Associates, P.C. | Engineering Architecture Environmental Planning

This report was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

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SUPPORTING DOCUMENTS (ON COMPACT DISC)

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Document 2: Ecological Conditions and Living Infrastructure Framework

Document 3: Urban Design Analysis

Document 4: Inventory and Analysis of Transportation and Municipal Infrastructure Systems

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INTRODUCTION AND ORGANIZATION OF THE REPORT

INTRODUCTION, GOALS, AND OBJECTIVES OF THE LWRP

The City of Jamestown and its various partners have undertaken a series of planning and development initiatives over the past decade with the intent of improving the City. The City of Jamestown Local Waterfront Revitalization Program (LWRP) is a locally prepared comprehensive land and water use plan for the City's natural, public, and developed waterfront resources along the Chadakoin River. A LWRP is prepared with assistance from the New York State Department of State (NYS DOS) in accordance with the New York State Waterfront Revitalization of Waterfront Areas and Inland Waterways Act (NYS Executive Law Article 42). The LWRP refines and supplements the State's Coastal Management Program and provides a framework within which critical waterfront issues can be addressed, and planned waterfront improvement projects can be pursued and implemented.

The overall goal of the City of Jamestown LWRP is the continuing improvement of the quality of life within the City, including economic, health, and aesthetic conditions. The objectives of the LWRP include:

- Formalizing the community's vision for its waterfront, which will significantly increase The City's ability to attract and manage development activities that complement the unique cultural and natural characteristics of its waterfront.
- Identifying long-term land and water uses along the waterfront.
- Identifying specific projects and policies to encourage environmental protection, foster economic development, protect valuable water resources, and improve public waterfront access.

Once completed and approved by the New York State Secretary of State, the LWRP will provide the City with the local controls to guide waterfront development. More importantly, a distinct benefit of the LWRP is the legal ability to ensure that all actions proposed for its waterfront only occur in a fashion prescribed by the LWRP. This "consistency" provision is a strong tool that assures that State and local government works in unison, and not at cross purposes, to build a stronger economy and healthier waterfront environment.

The following Vision Statement was created during the course of the project:

VISION STATEMENT

City of Jamestown
Local Waterfront Revitalization Program

We see a diverse community of City and County residents with good paying, value-added jobs at a variety of commercial and industrial businesses within the Study Area. Access to the Chadakoin River has been strengthened in various portions of the Study Area, and the community has strong connections to points east and west via a network of trails. Development along the River has been completed in a manner that provides access and draws residents and tourists with increased retail and entertainment opportunities. Previously underutilized and brownfield properties have been reclaimed for greenspace, residential, commercial, industrial, and mixed-use developments. Manufacturing sector industries are clustered along River Street and in the eastern section of the City while new commercial developments have flourished in the downtown and along Harrison Street. The Medical Corridor is established and provides a direct link between the hospital and the Riverwalk Center.

ORGANIZATION OF THE REPORT

The report is organized according to the outline provided by the New York Department of State (NYSDOS) for all LWRP projects inclusive of a harbor management plan funded under Title 11 of the Environmental Protection Fund:

Section I. Waterfront Revitalization Area Boundary delineates the waterfront revitalization area and harbor management planning area as well as creates sub-areas to facilitate analysis of the study area.

Section II. Inventory and Analysis inventories and describes existing natural and man-made resources and conditions within the waterfront area as well as uses of the surface waters and underwater lands in the harbor management planning area.

Section III. Local Waterfront Revitalization Policies refines applicable State waterfront revitalization policies to reflect local conditions and circumstances.

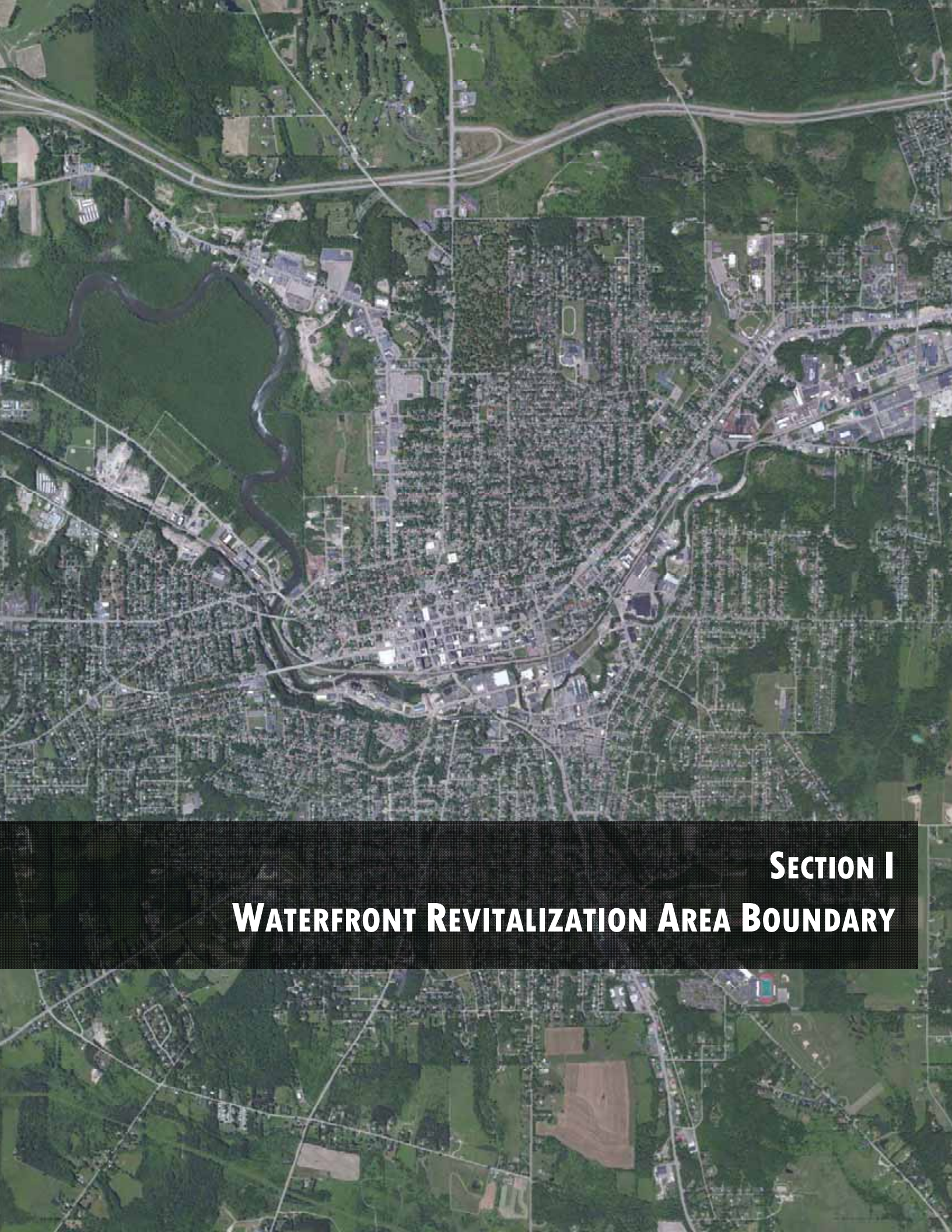
Section IV. Proposed Land and Water Uses and Proposed Projects discusses the proposed land and water uses and proposed projects necessary to implement the LWRP.

Section V. Techniques for Local Implementation of the Program describes existing and proposed local laws and regulations which are necessary to implement the recommended policies, proposed uses, and projects. Additionally, this section describes public and private sector actions necessary to implement the LWRP, a local management structure for reviewing proposed waterfront projects for consistency with the LWRP, and the financial resources required to implement the LWRP.

Section VI. State Actions and Programs Likely to Affect Implementation of the LWRP provides a list of state agency actions and programs which are to be undertaken in a manner consistent with the LWRP and describes specific state actions necessary to further implementation of the LWRP.

Section VII. Local Commitment and Consultation describes the public and municipal consultation efforts undertaken in preparation of the LWRP, including study promotion, public meetings, stakeholder meetings, and steering committee meetings.

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Section I
Waterfront Revitalization Area Boundary

SECTION I – WATERFRONT REVITALIZATION AREA BOUNDARY

Geographically, the City of Jamestown Local Waterfront Revitalization Program (LWRP) Study Area spans the entire width of the City of Jamestown, following the Chadakoin River over six and one-half miles west to east through a series of widely different character areas ranging from quiet, wooded river settings to an urban business district to industrial areas. The City of Jamestown's Waterfront Revitalization Area is described below and is shown on Figure 1.

Beginning at the eastern boundary formed by the City's corporate boundary at the intersection of East Second Street (Route 394) and Tiffany Avenue;

Then south along Tiffany Avenue until its intersection with Buffalo Street (Route 40);

Then west along Buffalo Street (Route 40) until its intersection with Allen Street;

Then south and west along Allen Street until its intersection with Institute Street;

Then south along Institute Street until its intersection with Washington Street (NYS Route 60);

Then west along Washington Street (NYS Route 60) until its intersection with Glasgow Avenue;

Then west along Glasgow Avenue which becomes Mount Vernon Place to its intersection with Sprague Street;

Then north along Sprague Street until its intersection with Front Street;

Then west along Front Street until its intersection with Hall Avenue;

Then north along Hall Avenue until its intersection with Livingston Avenue;

Then north along Livingston Avenue until its intersection with Seymour Street;

Then north along Seymour Street and continuing past the street end to the railroad tracks;

Then northwest along the railroad tracks until its intersection with the City corporate limits;

Then north and northeast along the City corporate limits until its intersection with Fluvanna Avenue (Route 430);

Then southeast along Fluvanna Avenue (Route 430) until its intersection with Washington Street (Route 951C);

Then south along Washington Street (Rout 951C) until its intersection with West Eighth Street;

Then west along West Eighth Street until its intersection with Fairmount Avenue;

Then southeast along Fairmount Avenue until its intersection with West Fourth Street;

Then north and northeast along West Fourth Street which becomes East Fourth Street until its intersection with East Second Street (Route 394);

Then northeast along East Second Street (Route 394) until its intersection with the City corporate limits at Tiffany Avenue.

These boundaries were selected to encompass the entire length of the Chadakoin River within the corporate limits of the City of Jamestown. Also within the boundaries are all waterfront properties or properties with current water-related uses. The Study Area also contains properties with the potential for redevelopment with direct water-related uses or to support use of the waterfront. The Study Area encompasses 1,413 acres and contains 1,879 parcels.

The *landward boundary* for the LWRP includes all land area located within the above described LWRP Study Area while the *waterside boundary* includes all portions of the Chadakoin River located within the boundaries of the City of Jamestown. The boundary also encompasses the entire roadways within, and that form, the boundary of the Study Area.

SUB AREAS

To facilitate analysis, the Jamestown Waterfront Revitalization Area was divided into four sub areas as shown in Figure 2. This division was necessary because the Study Area is relatively large and the character of the River, needs, building types, land use composition and business mix varied throughout the Study Area.

The four LWRP sub areas include:

1. ***Chadakoin Outlet District*** – this area stretches from the western City boundary to the edge of McCrea Point Park, from Fluvanna Avenue/Washington Street to the railroad tracks and includes the Chadakoin River and associated wetlands complex in the western portion of the City.

2. ***Downtown District*** – this area stretches from McCrea Point Park to Winsor Street, from 4th Street to Allen Street/Glasgow Avenue/Hall Avenue and includes the City's downtown core and Brooklyn Square.

3. ***Industrial Heritage Corridor*** – this area stretches from Winsor Street to the east side of the Dahlstrom Complex, from 2nd Street to Allen Street and includes many historic manufacturing facilities which are currently either vacant or underutilized.

4. ***East End Industrial Corridor*** – this area stretches from the east side of the Dahlstrom Complex to Tiffany Avenue (the eastern City boundary), from 2nd Street to Buffalo Street and includes many modern manufacturing facilities which are currently underutilized or fully active.



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CITY OF JAMESTOWN

LOCAL WATERFRONT REVITALIZATION PROGRAM

Boundary Map

- LWRP Study Area
- City Corporate Limits
- Railroad
- Interstate
- State 900 Route
- State Touring Route
- County Touring Route

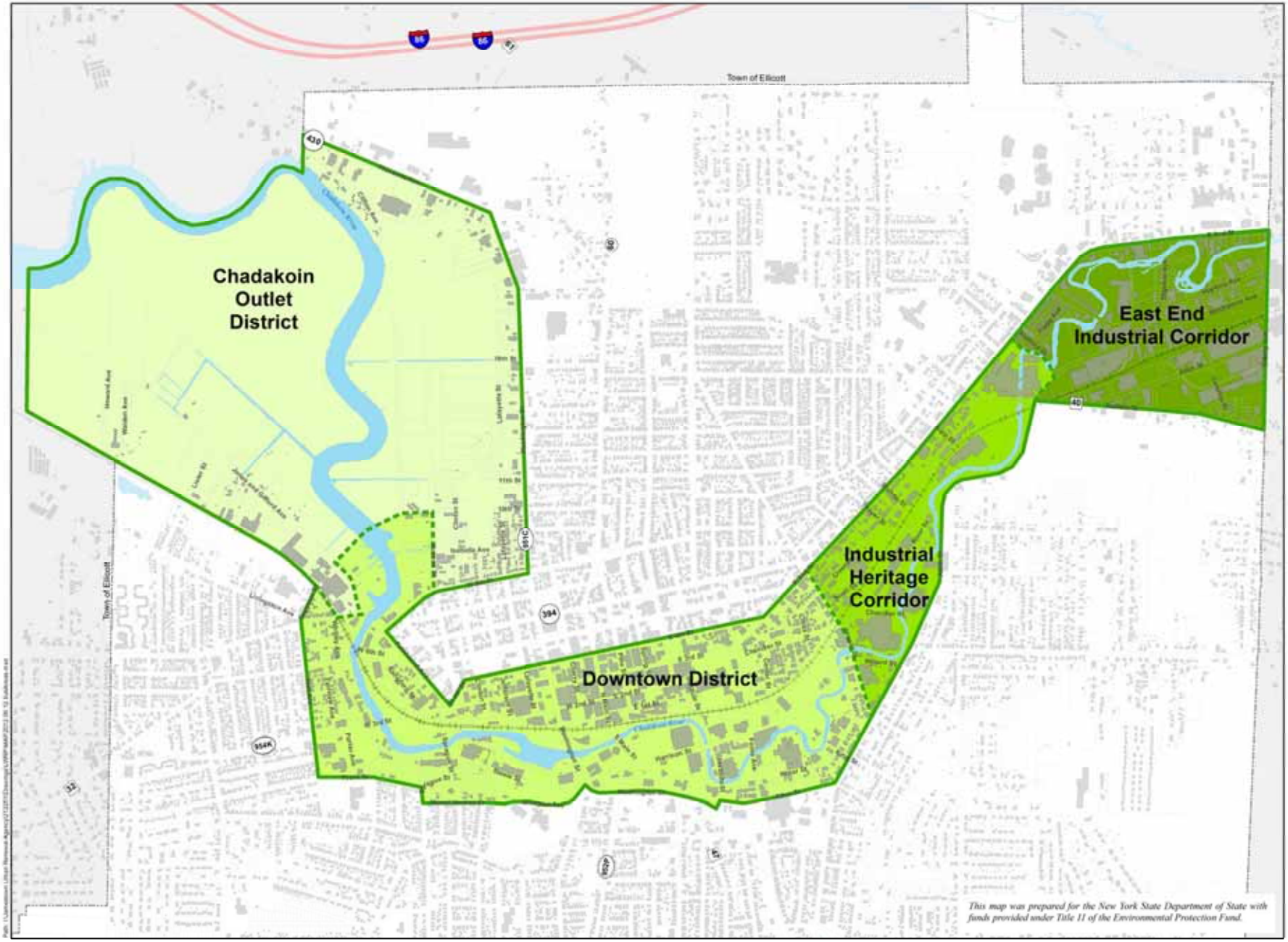
Sources:
1. City of Jamestown Local Waterfront Revitalization Program Work Plan Map - Edited by LaBella to reflect steering committee revisions.
2. Bing Maps Aerial: 2010 Microsoft Corporation and its data suppliers

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Figure 1. Waterfront Revitalization Area Boundary Map



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LOCAL WATERFRONT REVITALIZATION PROGRAM

Sub Areas

LWRP Study Area
Sub Area Boundaries

Sub Areas

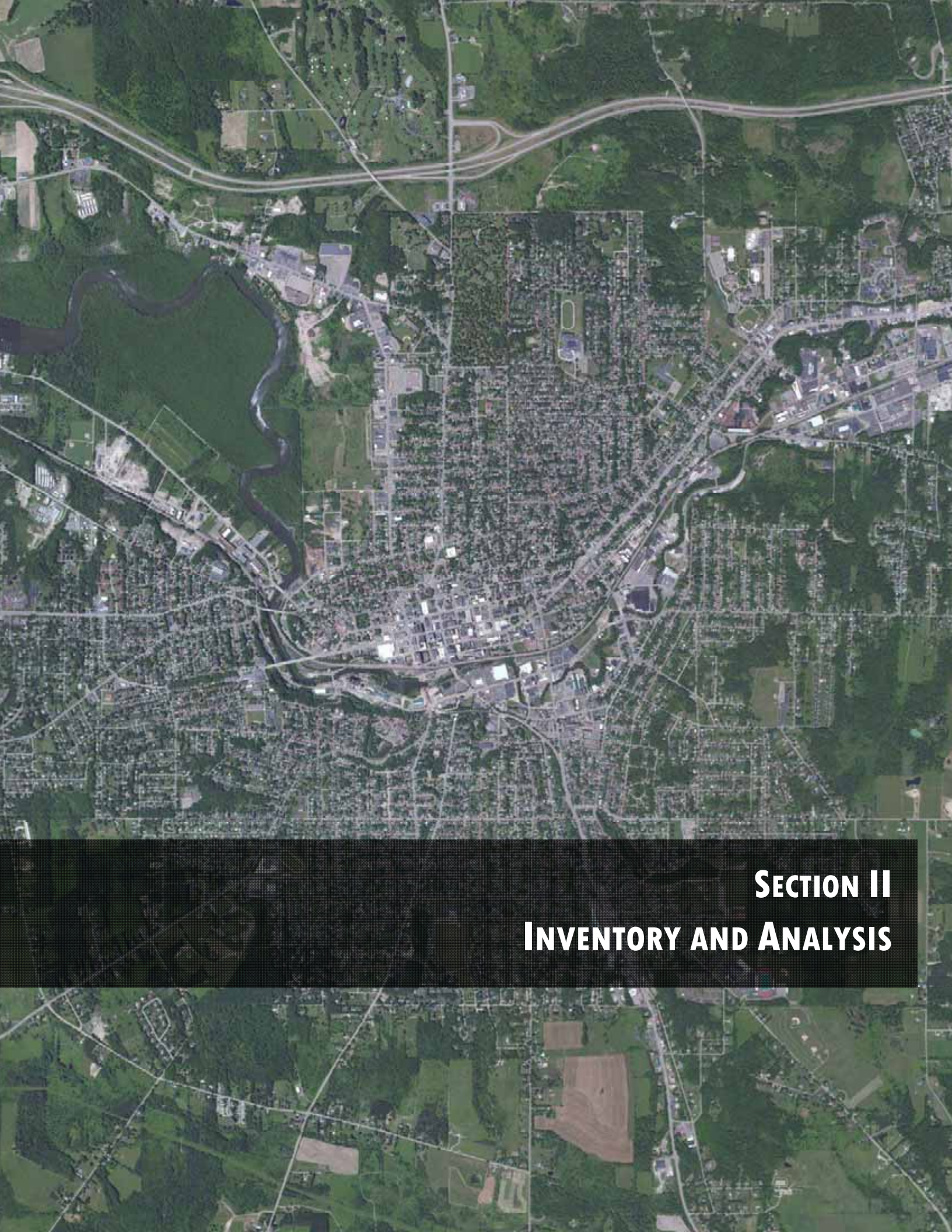
Chadakoin Outlet District
Downtown District
Industrial Heritage Corridor
East End Industrial Corridor

Sources
1. City of Jamestown Local Waterfront Revitalization Program Work Plan Map - Edited by LaBella to reflect steering committee revisions

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Labella Project No: 212251

Figure 2. Sub Areas Map



Section II
Inventory and Analysis

SECTION II – INVENTORY AND ANALYSIS

2.1 REGIONAL SETTING AND COMMUNITY CHARACTERISTICS

REGIONAL GEOGRAPHIC SETTING

The Local Waterfront Revitalization Program (LWRP) Study Area is located in the City of Jamestown, New York. The City of Jamestown is located in southeastern Chautauqua County in the westernmost portion of New York State. The Towns of Busti, Ellicott and Kiantone and the Villages of Falconer and Celoron border the City of Jamestown. The City is approximately 75 miles south of Buffalo, New York and 53 miles east of Erie, Pennsylvania. Figure 3 illustrates the regional context of the City of Jamestown while Figure 4 illustrates the Study Area context.

The City of Jamestown is accessible from the east and west from the Southern Tier Expressway (Interstate 86). NYS Route 60 and US Route 62 are the primary north/south corridors into the City of Jamestown, and state roads provide access to northern Chautauqua County and the Greater Buffalo area. The Chautauqua County Airport is located three miles north of Jamestown, and provides regular commuter service to Pittsburgh, Pennsylvania. The Western New York and Pennsylvania Railroad (WNYP) operates a short line railroad that passes through the Study Area. Although rail service in Jamestown is limited to freight, passenger rail service is available in nearby Erie and Buffalo.

The City is located approximately one mile west of the eastern end of Chautauqua Lake, and is bisected by the Chautauqua Lake Outlet, also known as the Chadakoin River. The Chadakoin River meanders over six and one-half miles in a general west to east direction throughout the entire width of the City creating over 13.5 miles of shoreline. The Study Area includes this length of River, shoreline, and abutting land as described in Section I and depicted in Figure 1.

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Local Waterfront Revitalization Program Study Area within Chautauqua County

- LWRP Study Area
- City of Jamestown
- Municipality Boundaries
- County Boundaries
- State Boundary

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This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

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Local Waterfront Revitalization Program Study Area within the Western NY Region



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CITY OF JAMESTOWN

LOCAL WATERFRONT REVITALIZATION PROGRAM

Community Context Map

Sources:
1. City of Jamestown Local Waterfront Revitalization Program Work Plan Map - Edited by LaBella to reflect steering committee revisions
2. Regional Roads: ESRI Regional Major Highways Shapefile
3. Water: ESRI Regional Water and River Shapefiles
4. Municipal and County Boundaries: Census data Shapefiles

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Figure 3. Community Context Map



Local Waterfront Revitalization Program Study Area within the City of Jamestown



Local Waterfront Revitalization Program Study Area Relative to Adjacent Towns

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CITY OF JAMESTOWN

LOCAL WATERFRONT REVITALIZATION PROGRAM

Study Area Context Map

- LWRP Study Area
- City/Town (Fill Colors Vary)
- Limited Access
- Highway
- Major Road
- Railroads
- Water Bodies

Sources:
1. City of Jamestown Local Waterfront Revitalization Program Work Plan Map - Edited by LaBella to reflect steering committee revisions.
2. Regional Roads: ESRI Minor Highways Shapefile
3. Water: ESRI Regional Water and River Shapefiles
4. Municipal Boundaries: Census data Shapefiles

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Figure 4. Study Area Context Map

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COMMUNITY AND WATERFRONT DEVELOPMENT HISTORY

The City of Jamestown's history is closely linked to the development along its waterfront, and the Chadakoin River was the significant factor for attracting settlers to the area in both prehistoric and historic times. The River provided potable water, food, and a transportation link to other areas.

During prehistoric times, the Proto-Erie group of Native Americans are believed to have inhabited the region from as long ago as 6000 B.C. Evidence, dating from ca. 1000 A.D., of the southern Ohio Hopewell culture had been linked to two sites within the City. One of these sites is in close proximity to the River near present day Steele Street.

After the millennium, the Erie Tribe of Native Americans lived in villages scattered throughout the region. These Erie people were later vanquished by the Seneca Nation of the Iroquois Confederacy. The Seneca, as with previous groups, were attracted here by the plentiful fish and game that the region offered. A group of Seneca Indians, under a well known leader and a friend of George Washington by the name Cornplanter, established a camp on a hillside, south of the Chadakoin River. This camp site was located near the present day Washington Street Bridge.

In 1739, exploration by the French, under Baron de Longueuil resulted in the first mapping of the area including the site of present day Jamestown. An expedition by Captain Joseph Celoron de Blainville in 1749 renewed French claims on the area. Celoron camped within the bounds of Jamestown on June 23 and 24 of that year. The location of this encampment is marked on Jones and Gifford Avenue. The Treaty of Paris, signed in 1763, ended French claim in this area. Twenty years later, the British relinquished their claim over this land to the United States at the close of the American Revolution.

After the Revolution, early settlement of the region was promoted directly through River access. Keelboats brought manufactured goods from the east and food from the south to the settlers in the region. The site of the keelboat landing in pioneering days was located on the River, east of present day Main Street and is commemorated at that location by the Keelboat Landing pocket park. The importing and exporting of goods over the River attracted more settlers to the Jamestown area promoting the growth and expansion of the community.

Although many of the early settlers of Jamestown were transplanted from the New England area, the pattern of early development did not follow the typical "New England" concept. The typical plan for a community, with development around a central square or "village green" was not utilized. Development, instead took place in a pattern which paralleled the Rivers' edge, along the north shore of the River.

Waterpower, and the potential it provided for milling and other business enterprises, was the impetus for industry in Jamestown. In 1811, James Prendergast, the founder from whom Jamestown is named, built a log house, saw mill and dam upon the north bank of the Chadakoin River. The site where he built these structures is near present day Sprague and Second Streets. The ample waterpower and the available timber were the key factors that prompted him to develop the site as a milling center.

Locally available resources spurred the development of Jamestown's commerce and industry over the years. Lumber, furniture, and textile industries relied on the River to ship raw materials in and ship finished goods to outside markets. The waterway was the mainstay for the local industry, until the latter half of the nineteenth century when the railroad surpassed it for transporting goods. Water travel up until the 1860s remained a key mode of transportation due to primitive road conditions and the hilly terrain. Beginning in 1828, steamboats plied the waters of Chautauqua Lake carrying passengers to hotel docks, picnic and entertainment sites all along its shores. The steamboat landing, located at Fairmount Avenue and 8th Streets, operated until the late 1950s.

The coming of rail transportation to Jamestown in 1860 was a major factor in the prosperity and expansion of the City. The advent of the railroad created rapid economic changes, which enabled small factories and artisans shops to expand into larger plants. However, the significant role the River had played in moving goods greatly decreased when the railroad took over as the primary mode of transportation and shipping. The usefulness of the River continued further to deteriorate as the railroad and road systems continued to improve. The resulting loss of usefulness devalued the River to a point where the community "turned its' back" toward the River.

Many of the physical signs of these historic sites have long been erased. One of the five locally designated historic zoning districts, containing a turn-of-the-century textile mill complex, and a few key historic markers are what remain to denote the importance the River has played upon the development of the community.

CURRENT DEMOGRAPHIC CONDITIONS

The population of the City of Jamestown has varied over the last 20 years (Table 1). Between 1990 and 2000 the City lost nearly 3,000 residents or 8.5 percent of its population settling at 31,730 residents in 2000. In 2010, the population of the City began to stabilize as evidenced by the less significant loss of 500 residents since 2000. Chautauqua County's population has decreased over the last 20 years by nearly 7,000 residents ending up at about 135,000 residents in 2010.

Population in the LWRP Study Area, as estimated by Census Tract population data, has declined in some tracts and grown in others. Portions of Census Tracts 301, 303, 304, 305, and 306 are within the Study Area (Figure 5). Tract 303 located in the north-western portion of the Study Area lost residents at an increasing rate between 1990 and 2010, currently residing at about 2,000 people. Tracts 304 and 305 located in the south-western and central portions of the Study Area lost residents between 1990 and 2010 but saw a smaller reduction rate between the latter decade settling at about 4,000 and 3,500 people, respectively. Tracts 301 and 306, located in the eastern portions of the Study Area, experienced the largest population reduction rates between 1990 and 2000, but gained population by 2010 both ending up with about 4,000 residents each.

Table 1. Population

	Population (Year)			Change 1990-2000		Change 2000-2010	
Area	**1990**	**2000**	**2010**	**Number**	**Percent**	**Number**	**Percent**
Tract 301	4,392	3,732	4,024	-660	-15.03%	292	7.82%
Tract 303	2,662	2,441	2,132	-221	-8.30%	-309	-12.66%
Tract 304	4,566	4,303	4,152	-263	-5.76%	-151	-3.51%
Tract 305	3,989	3,688	3,519	-301	-7.55%	-169	-4.58%
Tract 306	4,440	3,844	3,964	-596	-13.42%	120	3.12%
City of Jamestown	34,681	31,730	31,146	-2,951	-8.51%	-584	-1.84%
Chautauqua County	141,895	139,750	134,905	-2,145	-1.51%	-4,845	-3.47%
New York State	17,990,455	18,976,457	19,378,102	986,002	5.48%	401,645	2.12%

Source: US Census Bureau's Factfinder

Census Tract demographics as shown in Tables 2 through 6 also characterize the differences and similarities across the LWRP Study Area. All five Census Tracts have had an increase in the percentage of racial minority and Hispanic/Latino residents between 2000 and 2010. Tract 303 has the largest percentage of racially and ethnically diverse people while Tract 304 has the lowest. The percentage of female population has decreased in all five Census Tracts. The percentage of dependent population (those less than 18 years old or 65 years and older) within Census Tracts 303, 304, 305, and 306 has decreased to levels comparable with the City while Tract 301, despite its decrease, still has a marginally higher dependent population. The median age within the Census Tracts ranges from 32.8 years old in Tract 303 to 39.6 years old in Tract 304.

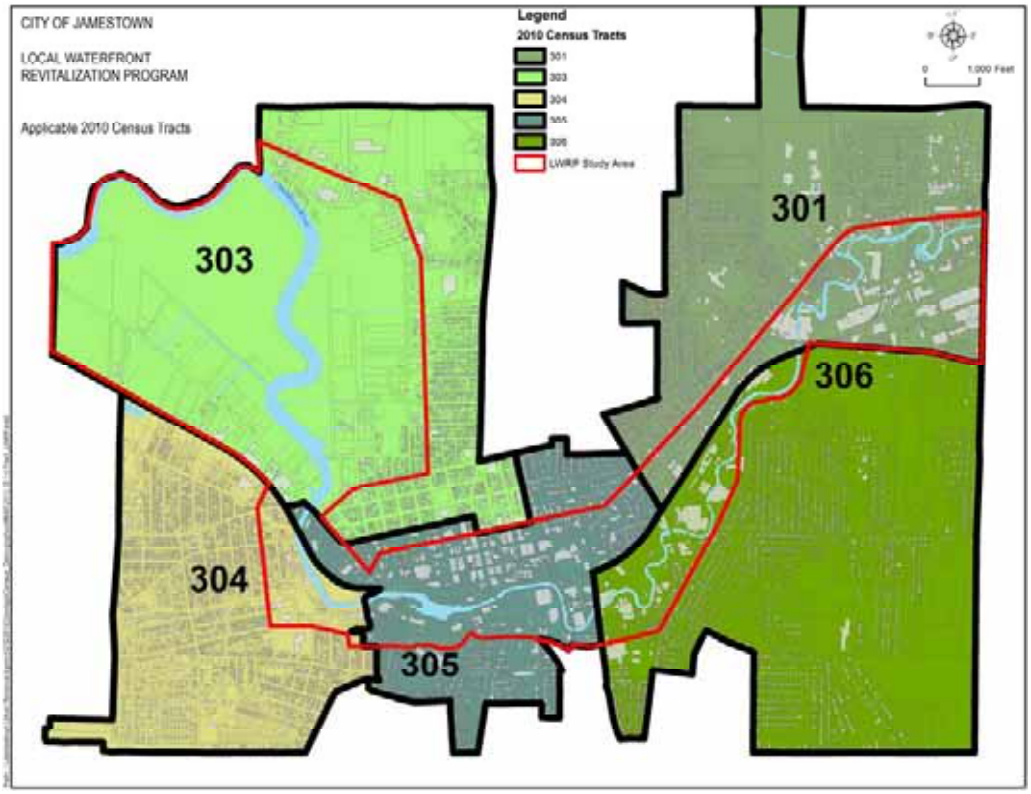


Figure 5. Census Tracts within the LWRP Study Area
Source: US Census Bureau's TIGER/Line database

Table 2. Census Tract Population Characteristics

	Tract 301	Tract 303	Tract 304	Tract 305	Tract 306	City of Jamestown	Chautauqua County	New York State
Minority Race (all races other than White)								
2010	12.20%	27.20%	6.09%	17.87%	9.74%	11.56%	7.43%	34.25%
2000	8.31%	26.46%	3.88%	13.48%	6.58%	8.48%	5.96%	32.05%
Change	*46.89%*	*2.80%*	*57.01%*	*32.64%*	*47.95%*	*36.30%*	*24.67%*	*6.85%*
Hispanic and/or Latino								
2010	10.06%	18.01%	3.44%	15.32%	8.85%	8.79%	6.11%	17.63%
2000	5.98%	11.55%	1.81%	10.82%	4.55%	4.94%	4.22%	15.11%
Change	*68.44%*	*55.91%*	*90.00%*	*41.58%*	*94.50%*	*78.01%*	*44.67%*	*16.69%*
Female Population								
2010	50.62%	49.16%	52.12%	51.44%	49.55%	51.39%	50.70%	51.61%
2000	52.12%	49.77%	53.52%	52.98%	51.20%	52.34%	51.24%	51.80%
Change	*-2.87%*	*-1.24%*	*-2.62%*	*-2.92%*	*-3.22%*	*-1.83%*	*-1.05%*	*-0.37%*
Dependents (Less than 18 yrs old or 65 years and older)								
2010	42.37%	38.79%	37.79%	39.76%	37.24%	39.22%	38.42%	35.83%
2000	43.35%	39.57%	41.32%	43.06%	41.21%	41.81%	40.50%	37.62%
Change	*-2.27%*	*-1.98%*	*-8.55%*	*-7.67%*	*-9.64%*	*-6.20%*	*-5.15%*	*-4.76%*
Median Age								
2010	35.1	32.8	39.6	38.5	36.5	36.9	40.9	38.0
2000	34.0	33.2	37.7	38.3	33.9	36.2	37.9	35.9
Change	*3.24%*	*-1.20%*	*5.04%*	*0.52%*	*7.67%*	*1.93%*	*7.92%*	*5.85%*

Source: US Census Bureau's Factfinder

The total number of households has decreased marginally in Census Tracts 301, 304, 305, and 306 (ranging between 1,500 and 1,800 each) with a significant decrease in Tract 303 to less than 900 households. The percentage of family households has

also decreased in all five Census Tracts. Tract 305's substantially lower (36%) percentage of family households is indicative of its downtown nature. Average household sizes have remained fairly constant in all Tracts between 2000 and 2010.

Table 3. Census Tract Household Characteristics

	Tract 301	Tract 303	Tract 304	Tract 305	Tract 306	City of Jamestown	Chautauqua County	New York State
Total Households								
2010	1,542	891	1,838	1,707	1,521	13,122	54,244	7,317,755
2000	1,575	1,031	1,873	1,734	1,580	13,558	54,515	7,056,860
Change	*-2.10%*	*-13.58%*	*-1.87%*	*-1.56%*	*-3.73%*	*-3.22%*	*-0.50%*	*3.70%*
Family Households								
2010	54.02%	52.41%	58.76%	35.85%	61.47%	56.48%	62.87%	63.54%
2000	57.97%	54.12%	60.76%	37.25%	63.61%	58.28%	65.97%	65.74%
Change	*-6.81%*	*-3.16%*	*-3.29%*	*-3.76%*	*-3.36%*	*-3.09%*	*-4.71%*	*-3.35%*
Average Household Size								
2010	2.31	2.38	2.26	1.93	2.38	2.29	2.37	2.57
2000	2.31	2.35	2.27	1.91	2.41	2.29	2.45	2.61
Change	*0.00%*	*1.28%*	*-0.44%*	*1.05%*	*-1.24%*	*0.00%*	*-3.27%*	*-1.53%*

Source: US Census Bureau's Factfinder

Educational attainment has increased in all five Census Tracts with a larger percentage of the adult population having obtained a high school diploma and/or college degree. Despite these increases, only 67 percent of adult residents within Tract 303 have received a high school diploma. Median household income has increased in all five Census Tracts; however, Tracts 301 ($25,306) and 303 ($25,991) have slightly lower and Tract 305 ($16,312) has considerably lower median household incomes than the City ($33,092) as a whole. Per capita income is substantially lower in all Census Tracts (except Tract 304) compared to the City as a whole. In fact, Tract 301 experienced a decrease in per capita income between 2000 and 2010 to $13,000. Not surprisingly, poverty rates in all Census Tracts (except Tract 304) are higher than the City as a whole, especially in Tract 305 in which nearly 42 percent of individuals live in poverty. Tract 303 was the only Tract to experience a reduction in the percentage of individuals living in poverty.

Table 4. Census Tract Education and Income Characteristics

	Tract 301	Tract 303	Tract 304	Tract 305	Tract 306	City of Jamestown	Chautauqua County	New York State
Education (High School Diploma or Equivalent and Greater)								
2010	82.56%	67.41%	92.53%	73.98%	81.77%	84.27%	86.20%	84.45%
2000	77.15%	66.37%	86.08%	63.72%	77.72%	79.42%	81.19%	79.06%
Change	*7.01%*	*1.56%*	*7.50%*	*16.10%*	*5.21%*	*6.11%*	*6.17%*	*6.81%*
Median Household Income (does not take into account inflation)								
2010	$25,306	$25,991	$37,813	$16,312	$31,672	$33,092	$40,639	$55,603
2000	$22,490	$17,622	$33,217	$13,830	$26,024	$25,837	$33,458	$43,393
Change	*12.52%*	*47.49%*	*13.84%*	*17.95%*	*21.70%*	*28.08%*	*21.46%*	*28.14%*
Per Capita Income (does not take into account inflation)								
2010	$12,976	$13,513	$21,968	$13,853	$15,613	$18,374	$21,033	$30,948
2000	$13,562	$12,904	$18,394	$11,294	$12,850	$15,316	$16,840	$23,389
Change	*-4.32%*	*4.72%*	*19.43%*	*22.66%*	*21.50%*	*19.97%*	*24.90%*	*32.32%*
Individuals Below the Poverty Level								
2010	34.02%	28.59%	11.90%	41.69%	32.86%	23.42%	17.14%	14.16%
2000	24.40%	32.43%	9.93%	33.93%	24.35%	19.55%	13.84%	14.59%
Change	*39.41%*	*-11.85%*	*19.91%*	*22.86%*	*34.91%*	*19.78%*	*23.79%*	*-2.93%*

Source: US Census Bureau's Factfinder

Unemployment rates have increased in all Census Tracts between 2000 and 2010, doubling in Tracts 301 (to 20%) and 303 (to 32%) and nearly tripling in Tract 305 (to 24%). Less and less of those who are employed are working within their neighborhood of residence. About 50 percent of employed residents within Census Tracts 301, 305, and 306 work within their neighborhood of residence, while 60 percent residing within Tract 303 and 40 percent residing within Tract 304 can claim the same. The majority of employed residents drive to work alone (in a single occupancy vehicle); however, the percentage of people using public transit, walking, or biking to work has increased in all Census Tracts (except Tract 301). In fact, 22 percent of employed residents in Tract 305 and 24 percent of employed residents in Tract 303 use public transit, walk, or bike to work. The percentage of households without access to a vehicle has increased in some Census Tracts (Tracts 304, 305, and 306) and decreased in others (Tracts 301 and 303). Nearly 44 percent of households within Tract 305 do not have access to a vehicle.

Table 5. Census Tract Work Characteristics

	Tract 301	Tract 303	Tract 304	Tract 305	Tract 306	City of Jamestown	Chautauqua County	New York State
Unemployed								
2010	20.03%	32.22%	6.57%	24.14%	15.92%	13.76%	8.12%	7.50%
2000	9.89%	17.86%	5.37%	8.52%	10.67%	8.34%	6.25%	7.08%
Change	*102.49%*	*80.34%*	*22.31%*	*183.40%*	*49.13%*	*65.02%*	*29.95%*	*6.02%*
Worked within Neighborhood of Residence								
2010	51.81%	59.71%	39.76%	52.38%	48.27%	50.15%	39.93%	58.93%
2000	58.61%	64.02%	52.95%	65.12%	61.61%	58.87%	44.93%	57.38%
Change	*-11.60%*	*-6.73%*	*-24.90%*	*-19.57%*	*-21.65%*	*-14.82%*	*-11.13%*	*2.71%*
Trip to Work (Drove Alone)								
2010	76.66%	55.18%	78.79%	60.81%	70.81%	74.38%	78.67%	54.12%
2000	69.10%	56.69%	83.39%	58.76%	72.29%	75.09%	78.51%	56.26%
Change	*10.95%*	*-2.67%*	*-5.51%*	*3.50%*	*-2.05%*	*-0.94%*	*0.20%*	*-3.81%*
Trip to Work (Transit, Walk, or Bike)								
2010	10.19%	24.11%	8.25%	22.21%	12.05%	10.45%	7.24%	33.95%
2000	12.50%	20.96%	4.50%	21.26%	9.39%	8.71%	6.50%	30.97%
Change	*-18.45%*	*15.03%*	*83.32%*	*4.49%*	*28.32%*	*19.94%*	*11.36%*	*9.63%*
No Household Access to a Vehicle								
2010	22.36%	29.66%	14.42%	43.94%	23.53%	20.65%	10.86%	28.50%
2000	24.95%	36.01%	11.13%	43.60%	16.84%	20.03%	11.21%	29.66%
Change	*-10.38%*	*-17.64%*	*29.54%*	*0.77%*	*39.74%*	*3.11%*	*-3.15%*	*-3.89%*

Source: US Census Bureau's Factfinder

The total number of housing units has remained fairly constant in Census Tracts 301, 304, and 305 with a sizeable decrease in Tracts 303 and 306. Vacancy rates have increased in all Census Tracts (except Tract 306), the highest rate found in Tract 303 (over 18%). Ownership rates have decreased in all five Census Tracts ranging from 14 percent owner occupied in Tract 305 to 61 percent owner occupied in Tract 304. Median gross rent has increased in all five Census Tracts, the largest increase in Tract 303 to nearly $700 a month. Median housing value has also increased in all five Census Tracts; however, Tract 303's ($38,400) median housing value is substantially lower than the City's ($63,500) as a whole. The majority of housing stock in all five Census Tracts was built prior to 1939, the highest percentage (74%) found in Tract 303.

Table 6. Census Tract Housing Unit Characteristics

	Tract 301	Tract 303	Tract 304	Tract 305	Tract 306	City of Jamestown	Chautauqua County	New York State
Total Housing Units								
2010	1,774	1,092	2,021	2,011	1,684	14,738	66,920	8,108,103
2000	1,762	1,219	2,012	2,029	1,768	15,027	64,900	7,679,307
Change	*0.68%*	*-10.42%*	*0.45%*	*-0.89%*	*-4.75%*	*-1.92%*	*3.11%*	*5.58%*
Housing Vacancy Rate								
2010	13.08%	18.41%	9.05%	15.12%	9.68%	10.96%	18.94%	9.75%
2000	10.61%	15.42%	6.91%	14.54%	10.63%	9.78%	16.00%	8.11%
Change	*23.22%*	*19.35%*	*31.07%*	*3.97%*	*-8.97%*	*12.16%*	*18.38%*	*20.26%*
Housing Units Owner Occupied								
2010	40.34%	36.14%	60.99%	14.12%	53.45%	49.15%	67.98%	53.27%
2000	45.21%	36.47%	63.32%	17.42%	54.18%	51.35%	69.25%	52.99%
Change	*-10.77%*	*-0.91%*	*-3.68%*	*-18.94%*	*-1.34%*	*-4.29%*	*-1.83%*	*0.53%*
Median Gross Rent (does not take into account inflation)								
2010	$640	$686	$596	$441	$567	$555	$581	$977
2000	$430	$381	$462	$325	$408	$407	$438	$672
Change	*48.84%*	*80.05%*	*29.00%*	*35.69%*	*38.97%*	*36.36%*	*32.65%*	*45.39%*
Median Housing Value (does not take into account inflation)								
2010	$55,600	$38,400	$66,200	$49,500	$46,900	$63,500	$79,600	$303,900
2000	$43,500	$36,000	$55,300	$34,900	$43,600	$50,500	$62,700	$147,600
Change	*27.82%*	*6.67%*	*19.71%*	*41.83%*	*7.57%*	*25.74%*	*26.95%*	*105.89%*
Homes Built Prior to 1939								
2010	56.14%	74.37%	58.64%	64.49%	65.25%	61.05%	46.57%	34.05%
2000	67.48%	75.00%	57.77%	71.27%	67.14%	63.97%	47.28%	31.23%
Change	*-16.80%*	*-0.84%*	*1.51%*	*-9.50%*	*-2.81%*	*-4.56%*	*-1.50%*	*9.02%*

Source: US Census Bureau's Factfinder

In summary, Census Tract 303 has a much smaller population than the other tracts. There are a high percentage of racial minority and Hispanic/Latino residents. The Tract's median age and educational attainment are low; while unemployment rates are high. Despite these facts, the percentage of residents living in poverty has decreased. Many employed residents work within the neighborhood and use public transit, walk, or bike to work. This Tract has high vacancy rates and an old housing stock. Rent prices are high while housing value is low. Census Tract 304 has the lowest percentage of racial minority and Hispanic/Latino residents. There is a high median age, educational attainment, and median household and per capita income. Poverty and unemployment rates are low. Many people work outside of the neighborhood and therefore drive personal vehicles to work. This Tract has low vacancy rates, high ownership rates, and a high median housing value. Census Tract 305 has many characteristics indicative of its' downtown nature. There are a low percentage of family households leading to a low median household income. The highest poverty rates are found in this tract. Many households do not have access to a vehicle. A large percentage of housing units are rented which is complimented by the lowest median rent compared to the other tracts. Census Tracts 301 and 306 were usually in between the high and low extremes of the demographic variables.

ECONOMIC CONTEXT

W-ZHA was retained to identify market and economic trends impacting the Jamestown economy. The following employment overview section is summarized from W-ZHA's report. The full report is included in Supporting Document 1.

The City of Jamestown has more jobs (13,523 jobs in 2010) than employed residents (11,152 people in 2010). This gap is more evident when considering approximately two-thirds of the City of Jamestown's jobs are held by people who live outside of the city. The majority of Jamestown residents (57%) are actually working outside of the City (see Table 7).

Table 7. Job Inflow/Outflow - City of Jamestown - 2010

	Total	Percent
Employed in City	13,523	
Employed in City, Lives Outside	8,716	64%
Employed and Lives in City	4,807	36%
Lives in City	11,152	
Lives in City, Works Outside	6,345	57%
Lives and Works in City	4,807	43%

Source: U.S. Census; W-ZHA

According to the Census, in 2010, the City of Jamestown contained approximately one-third of the County's jobs (see Table 8). While the City holds a substantial share of many of the different employment types, several are of particular importance. First, manufacturing is the largest employment industry within the County. Despite significant job losses within this industry, approximately one out of four Chautauqua County manufacturing jobs is located within the City of Jamestown. Second, health care/social services is the second largest employment industry within the County. Unlike manufacturing, this industry is growing substantially. The City of Jamestown contains over half of the County's health care and social services jobs. Major employers in this industry located within the City of Jamestown include the WCA Hospital and the Resource Center. Lastly, while not a significant job generator, it is important to note that the City of Jamestown is the cultural and recreation center of the County. The City contains 65 percent of the County's arts, entertainment, and recreation jobs. The Jamestown Savings Ice Arena is a major recreation anchor that draws attendance from the larger region. The Downtown also contains the Reg Lenna Civic Center, the Lucille Ball-Desi Arnaz Center, and the Fenton History Center.

According to the Census, Chautauqua County lost six percent of its jobs between 2002 and 2010, while the City of Jamestown, lost only five percent of its jobs (see Tables 9 and 10). The manufacturing industry experienced the largest loss of jobs in both the County and the City. While the County lost 25 percent of its manufacturing jobs between 2002 and 2010, the City of Jamestown lost 43 percent (or 1,620) of its

manufacturing jobs. Still, despite these significant loses, 16 percent of city jobs are in the manufacturing industry making it the second largest employment generator within the City. The second hardest hit industry within the City of Jamestown was retail trade. An additional 542 retail jobs were lost in the City.

Table 8. Jamestown City Share of Chautauqua County Jobs - 2010

	County Jobs	Jamestown City Share
Agriculture, Forestry, Fishing and Hunting	434	0%
Mining, Quarrying, and Oil/Gas Extraction	170	28%
Utilities	214	7%
Construction	1,263	18%
Manufacturing	9,419	23%
Wholesale Trade	1,039	27%
Retail Trade	5,434	21%
Transportation and Warehousing	1,113	24%
Information	625	40%
Finance and Insurance	804	38%
Real Estate	446	28%
Professional, Scientific, and Technical Services	860	40%
Management of Companies	112	36%
Admin Support & Waste Management	2,247	57%
Educational Service	5,372	27%
Health Care and Social Services	7,174	52%
Arts, Entertainment and Recreation	396	64%
Accommodations and Food Services	3,569	20%
Other Services (exc. Public Admin)	1,861	35%
Public Admin	3,342	8%
Total	**45,894**	**34%**

Source: U.S. Census; W-ZHA

On the positive side, the health care and social services industry grew substantially between 2002 and 2010, making it by far the largest employment generator within the City of Jamestown. Nearly three in ten jobs within the City are in this industry. Employing 3,725 individuals in 2010, the City's health care and social services industry grew by 852 jobs between 2002 and 2010. Anchoring the health care industry is the WCA Hospital which employs approximately 1,150 people at a variety of skill levels and the Resource Center which employs approximately 1,700 people (throughout the entire County) also at a variety of skill levels. As is true in many communities, the hospital and the Resource Center are very important economic anchors that not only employ residents, but service the health and social needs of the community. The City of Jamestown's administration support and waste management industry also experienced significant growth between 2002 and 2010 gaining 774 jobs.

Table 9. Primary Job Trends - Chautauqua County - 2002-2010

	2002		2010		Change	
	Jobs	Share of Total	Jobs	Share of Total	#	%
Agriculture, Forestry, Fishing and Hunting	439	1%	434	1%	(5)	-1%
Mining, Quarrying, and Oil/Gas Extraction	156	0%	170	0%	14	9%
Utilities	289	1%	214	0%	(75)	-26%
Construction	1,287	3%	1,263	3%	(24)	-2%
Manufacturing	12,498	26%	9,419	21%	(3,079)	-25%
Wholesale Trade	1,447	3%	1,039	2%	(408)	-28%
Retail Trade	5,853	12%	5,434	12%	(419)	-7%
Transportation and Warehousing	1,245	3%	1,113	2%	(132)	-11%
Information	714	1%	625	1%	(89)	-12%
Finance and Insurance	711	1%	804	2%	93	13%
Real Estate	362	1%	446	1%	84	23%
Professional, Scientific, and Technical Services	1,021	2%	860	2%	(161)	-16%
Management of Companies	238	0%	112	0%	(126)	-53%
Admin Support & Waste Management	1,179	2%	2,247	5%	1,068	91%
Educational Service	5,652	12%	5,372	12%	(280)	-5%
Health Care and Social Services	5,662	12%	7,174	16%	1,512	27%
Arts, Entertainment and Recreation	536	1%	396	1%	(140)	-26%
Accommodations and Food Services	3,808	8%	3,569	8%	(239)	-6%
Other Services (exc. Public Admin)	1,919	4%	1,861	4%	(58)	-3%
Public Admin	3,918	8%	3,342	7%	(576)	-15%
Total	**48,934**		**45,894**		**(3,040)**	**-6%**

Source: U.S. Census; W-ZHA

Table 10. Primary Job Trends - City of Jamestown - 2002-2010

	2002		2010		Change	
	Jobs	Share of Total	Jobs	Share of Total	#	%
Agriculture, Forestry, Fishing and Hunting	24	0%	1	0%	(23)	-96%
Mining, Quarrying, and Oil/Gas Extraction	12	0%	48	0%	36	300%
Utilities	38	0%	16	0%	(22)	-58%
Construction	184	1%	228	2%	44	24%
Manufacturing	3,750	26%	2,130	16%	(1,620)	-43%
Wholesale Trade	343	2%	283	2%	(60)	-17%
Retail Trade	1,697	12%	1,155	9%	(542)	-32%
Transportation and Warehousing	232	2%	266	2%	34	15%
Information	352	2%	252	2%	(100)	-28%
Finance and Insurance	280	2%	304	2%	24	9%
Real Estate	122	1%	124	1%	2	2%
Professional, Scientific, and Technical Services	438	3%	342	3%	(96)	-22%
Management of Companies	40	0%	40	0%	0	0%
Admin Support & Waste Management	514	4%	1,288	10%	774	151%
Educational Service	1,349	9%	1,432	11%	83	6%
Health Care and Social Services	2,873	20%	3,725	28%	852	30%
Arts, Entertainment and Recreation	210	1%	253	2%	43	20%
Accommodations and Food Services	765	5%	731	5%	(34)	-4%
Other Services (exc. Public Admin)	657	5%	652	5%	(5)	-1%
Public Admin	413	3%	253	2%	(160)	-39%
Total	**14,293**		**13,523**		**(770)**	**-5%**

Source: U.S. Census; W-ZHA

Despite decreases in employment levels over the past few decades, Moody's Analytics (which produces at-place employment projections by industry) projects that Chautauqua County's employment will increase by eight percent between 2010 and 2020 (see Table 11). This represents an important turn-around from the last ten years. Employment in health care and social services is projected to continue to grow at a rapid pace. While manufacturing is projected to lose employment, the rate of employment loss is projected to be slower in the coming decade than it has been. Significant employment gains are projected in the accommodations and food service industries.

Table 11. Employment Projections - Chautauqua County - 2010-2020

Industry	% Change
Agriculture, Forestry, Fishing and Hunting	n/a
Mining, Quarrying, and Oil/Gas Extraction	0%
Utilities	-9%
Construction	23%
Manufacturing	-8%
Wholesale Trade	6%
Retail Trade	-1%
Transportation and Warehousing	0%
Information	14%
Finance and Insurance	8%
Real Estate	2%
Professional, Scientific, and Technical Services	7%
Management of Companies	-4%
Admin Support & Waste Management	23%
Educational Service	12%
Health Care and Social Services	22%
Arts, Entertainment and Recreation	10%
Accommodations and Food Services	17%
Other Services (exc. Public Admin)	8%
Public Admin	5%
Total	**8%**

Source: Moody's Analytics; W-ZHA

Sales, Marketing & Management, Inc. tracks retail sales over time through their "Survey of Buying Power". The most recent Survey data is from 2009. Table 12 below summarizes retail sales for Chautauqua County and the City of Jamestown.[1] The sales are presented in 2000 dollars in order to show real change (net of inflation).

Due to substantial losses in motor vehicle parts and dealers sales, the City of Jamestown experienced a four percent decrease in retail sales between 2000 and 2009 while Chautauqua County's retail sales increased five percent over the same time period. Sales in motor vehicles and parts declined significantly in both Chautauqua County (a 55% decrease) and the City of Jamestown (a 60% decrease).

[1] Not all retail categories are included, therefore the sub categories in the table do not add up to the total amount.

The County saw sales in food and beverage increase significantly (a 52% increase) as did the City (a 40% increase). The City's retail sales increased in eating and drinking, general merchandise and furniture and appliances over this timeframe as well. Where City eating and drinking sales accounted for 21 percent of the County's eating and drinking sales in 2000, this value has increased to 24% nine years later.

Table 12. Chautauqua County and the City of Jamestown Retail Sales - 2000-2009

	2000	2009*	Change	
			#	%
Chautauqua County				
Total	**$134,240,400**	**$1,412,870,000**	**$1,278,629,600**	**5%**
Grocery Food & Beverage	$164,710,000	$250,689,000	$85,979,000	52%
Eat & Drink	$108,844,000	$109,139,000	$295,000	0%
General Merchandise	$235,535,000	$233,771,000	($1,764,000)	-1%
Furniture & Appliances	$29,147,000	$16,165,000	($12,982,000)	-45%
Motor Vehicles Parts & Dealers	$461,201,000	$205,273,000	($255,928,000)	-55%
City of Jamestown				
Total	**$372,926,000**	**$359,626,000**	**($13,300,000)**	**-4%**
Grocery Food & Beverage	$48,795,000	$68,494,000	$19,699,000	40%
Eat & Drink	$23,189,000	$26,638,000	$3,449,000	15%
General Merchandise	$0	$22,577,000	$22,577,000	100%+
Furniture & Appliances	$5,182,000	$5,925,000	$743,000	14%
Motor Vehicles Parts & Dealers	$228,999,000	$92,173,000	($136,826,000)	-60%

* 2009 sales have been adjusted for inflation. The 2009 sales are in 2000 dollars.
Source: Sales, Marketing & Management; W-ZHA

The tourism market has been hurt by the recession, and the Chautauqua County Visitors Bureau's "Tourism Performance Measure: 2007-2011" report states, "One traditional metric of tourism activity is the number of Visitor (Information) packets mailed out. CCVB reached a high of 27,181 in 2008, which was the strongest year on record for tourism nationally, and on a state level. Information requests declined during the early recession (2009), and then dropped more significantly during 2010 as CCVB marketing resources decreased due to State and County cutbacks, forced by the recession. As State funding for marketing resumed and county funding via the occupancy tax increased somewhat in 2011, CCVB achieved resurgence in visitor information requests. In 2011, the number of Visitor Information packets mailed out was virtually equal to the (prior) five year average of 23,142."

Despite these numbers, the Chautauqua County Visitor's Bureau concludes, overall, that the tourism industry is growing two to three percent per year.

According to the Chautauqua County Visitor's Bureau, local franchise hotels have been maintaining close to 50 percent occupancy over the last three years with higher occupancy rates in the summer and fall months offsetting lower rates in the winter and spring months. Franchise hotel revenue has increased over the last three years from approximately $22 million in 2009 to $25.5 million in 2011. It appears that the tourism economy is relatively stable.

EXISTING PLANNING INITIATIVES

The City of Jamestown and Chautauqua County have had success in recent years with the development of several planning initiatives. However, many of the concepts advanced in these planning initiatives have not been implemented but remain on the City's/County's agenda, and may need to be revisited and prioritized in light of current and projected economic conditions and community needs.

JAMESTOWN RIVERFRONT RECLAMATION AND DEVELOPMENT STUDY

The *Jamestown Riverfront Reclamation and Development Study* was completed during the late 1980s, updated in 1991, and formally adopted by the City Council in 1994. The outcome of this effort was to promote recreational, economic, and open space uses along the Chadakoin River. The study suggested the establishment of a series of parks, green spaces, a continuous bike path and Riverwalk throughout the community. Recommendations were context sensitive, considering the differing environs and characteristics of five unique natural and manmade zones along the River.

CITY OF JAMESTOWN COMPREHENSIVE PLAN

The *City of Jamestown's Comprehensive Plan (Comprehensive Plan)* was written in 1998. The *Comprehensive Plan* states that two major constraints to the development of Jamestown are the lack of access to the River and the presence of hazardous materials along the River corridor. The LWRP offers a solution to these constraints by planning for the remediation of these sites to foster the redevelopment of the River corridor as a recreational and commercial resource.

SOUTHERN TIER WEST REGIONAL DEVELOPMENT STUDY

Southern Tier West Regional Planning and Development Board is a NYS regional planning board that serves Chautauqua, Allegany and Cattaraugus Counties. Southern Tier West issued a *Comprehensive Economic Development Strategy* in 2012. One of the goals of this plan is to increase the region's brainpower. To accomplish this goal, the plan suggests actively attracting and retaining young professionals to work in the region by marketing the quality of life in the region, including recreational opportunities. Another goal is to create quality, connected places. This can be achieved through enhancement and utilization of the region's natural resources in an environmentally sensitive manner including the maintenance and improvement of natural recreational and tourist opportunities and the promotion of the region as a destination for outdoor recreation activities (enhancement of access to nature and environmental preservation).

JAMESTOWN URBAN DESIGN PLAN

The *Jamestown Urban Design Plan (Urban Design Plan)* was prepared in August 2006 and was formally adopted by the Jamestown Planning Commission and the Jamestown City Council in December 2006. The *Urban Design Plan* essentially has three goals: to transform the Chadakoin Riverfront into a regional destination; to strengthen the downtown core through new development, streetscaping and programming; and to adopt and promote higher design standards for new development to keep with Jamestown's character and heritage. Volume II of the *Urban Design Plan* sets forth design standards for new development. The boundary of the area for which the design guidelines apply consists mainly of downtown Jamestown and along the River corridor from McCrea Point to Institute Street. The Jamestown Renaissance Corporation (a not-for-profit organization created to support the implementation of this plan) has completed storefront restorations along Main and East and West Third Streets. While this plan and its design guidelines do not apply to the entire LWRP Study Area, it does apply to a sizeable portion of the LWRP's **Downtown District** (see Figure 8). The goals and general message of creating attractive, green, and multi-modal developments which center on enhancing the Riverfront are critical to the City of Jamestown Waterfront Revitalization Area.

CITY OF JAMESTOWN: TRAFFIC AND STREETSCAPE ENHANCEMENT PLAN

The *City of Jamestown: Traffic and Streetscape Enhancement Plan* was prepared in 2008 using funds through the 2004-2005 Quality Communities Grant Program and the Gebbie Foundation. Created as the next step in implementing the vision of the *Urban Design Plan*, the *Traffic and Streetscape Enhancement Plan* provides a strategy for improving traffic circulation and enhancing the aesthetics and safety of the downtown streetscape. Traffic feasibility studies were conducted for proposed traffic circulation changes found in the *Urban Design Plan*. Additionally, guidelines were developed to improve the physical streetscape within the downtown. The plan focuses on the downtown pedestrian core, bounded between the Riverfront and Fourth Street, from Jefferson Street to Foote Avenue. The plan mentions the importance of creating pedestrian connections to Riverwalk and other Riverfront areas. Specific recommendations focus on improving Riverwalk through the installation of wayfinding signage and traffic calming measures, particularly where it crosses Main Street.

THE CITY OF JAMESTOWN: A LIVABLE COMMUNITY

The *City of Jamestown: A Livable Community* plan was prepared in 2010 to "set strategic objectives for neighborhoods in the same manner the Urban Design Plan (UDP) had done for Jamestown's downtown." Comprised of three sections, the first entitled "Reinvesting in Itself" focuses on "private and public strategic actions for 'market-based' neighborhood revitalization." Section Two details the City's vision and planning principles as related to neighborhood, housing, and infrastructure issues while Section Three provides collaborative actions and specific recommendations for implementation of the plan. Recommendations revolve around tangible aspects, such as creating choices in housing alternatives and facilitating easy access to green spaces, and intangible aspects, such as a nurturing a sense of community and community empowerment.

CHADAKOIN RIVER REVITALIZATION STUDY: BROWNFIELD OPPORTUNITY AREAS PROGRAM

The City of Jamestown and Jamestown Urban Renewal Agency (JURA) has received funding from the Brownfield Opportunity Area (BOA) grant program on numerous occasions. In 2008, the Chadakoin River Corridor Brownfield Opportunity Area Pre-Nomination Study was completed. This study focused on the geographic area surrounding the Chadakoin River from the Fairmount Avenue Bridge to the Dahlstrom Complex. With the goal of reconnecting the City to the River and Lake, this study documented basic information about the characteristics of the study area and provided site profiles of the identified brownfields. Preliminary analysis and recommendations were presented with the understanding that the City would pursue subsequent stages of the BOA program. The City received additional BOA funding to move the Pre-Nomination study area into the second (Nomination) study phase. This Nomination Study which spans along the River corridor from McCrea Point Park to Tiffany Avenue (the eastern City boundary) is nearing completion.

The City also received additional funding to conduct a Pre-Nomination study of the adjacent Chadakoin River Outlet area. The Pre-Nomination study of this area of the River corridor north of McCrea Point Park has recently been completed and the City has received additional funding to move this study area into the second (Nomination) study phase. The two BOA study areas, when combined, nearly coincide with the LWRP Study Area.

JAMESTOWN BICYCLE AND PEDESTRIAN PLAN

Currently in draft form, the *Pedestrian and Bicycle Plan* for the City of Jamestown aims "to provide recommendations for improving walking and bicycling conditions

in Jamestown for anyone who desires to live an active lifestyle by bicycling or walking to school, work, and other local destinations; or by going for a walk or bicycle ride to the City's parks, the library, or downtown." The plan inventories existing conditions including planning efforts, ordinances, crash data analysis, Safe Routes to School analysis, GIS analysis, infrastructure analysis, etc. Goals and action items relating to the five E's (Education, Engineering, Encouragement, Enforcement, and Evaluation and Planning) are presented. Additionally, the plan details over 100 pedestrian network recommendations, over 50 bicycle network recommendations, and nearly 40 street intersection enhancement recommendations. These recommendations include filling in the gaps of the existing non-complete sidewalk network, installing bike lanes and sidewalks along key routes, constructing shared use paths, and installing high visibility crosswalks, countdown timers, bike boxes, signage, and pavement markings at key intersections to name a few. The plan concludes with implementation strategies and resources.

CHAUTAUQUA LAKE WATERFRONT REVITALIZATION PROGRAM

The Chautauqua Lake Local Waterfront Revitalization Program (LWRP) covers the Towns of Chautauqua, Ellery, Ellicott, Busti and North Harmony and the Villages of Mayville, Bemus Point, Celoron and Lakewood. The LWRP establishes a shared vision for a long-term waterfront revitalization program that seeks to strengthen the local economy, expand waterfront access opportunities, and protect natural and cultural resources. The eastern boundary of the Chautauqua Lake LWRP meets the western boundary of the City of Jamestown LWRP.

CHAUTAUQUA COUNTY GREENWAY PLAN

The *Chautauqua County Greenway Plan* was prepared in 2012 to provide "a blueprint for making decisions regarding greenway and trail development that will enhance the quality of life for residents of the County." The plan inventories existing natural, cultural, historic, and recreational assets of the County, analyzes and synthesizes these assets into the plan's vision, goals, and objectives, and ultimately provides specific recommendations to accomplish the plan's goals. Goals include providing active living/alternative transportation opportunities, connectivity and trail development, and marketing and tourism to name a few. Specific recommendations involving Jamestown include adoption of local Complete Street Policies, completion of the Chadakoin Park Trail (Riverwalk Trail extension), creation of off-road trail/bicycle connections to Lakewood and Mason Industrial Park, development of on-road bicycle trails to Ashville and Frewsburg, development of a rail trail to Mayville, enhancement of the Chadakoin River Water Trail, and creation of a portage area around the Warner Dam to name a few.

2.2 EXISTING LAND USE AND ZONING

The following sections describe the land uses and existing zoning within the upland regions of the City of Jamestown's Waterfront Revitalization Area.

EXISTING LAND USE

The City of Jamestown is a largely developed urban area with the exception of undeveloped areas on the west end of the City that includes an approximately 350-acre wetland complex surrounding the Chadakoin River. The City of Jamestown's LWRP Study Area includes a variety of land uses within approximately 1,413 acres or 2.2 square miles (Table 13). Approximately 29 percent of the City's Study Area is used for parkland or as open space, 16 percent is commercial use, 12 percent is roads, 11 percent is vacant land, nine percent is industrial use, eight percent is utility/transportation services, seven percent is water, five percent is residential use, and three percent is government/community services. Existing land uses within the Study Area are shown on Figure 6.

The land use pattern within the Study Area varies by sub area. The **Chadakoin Outlet District** has the most segregated land use pattern in the Study Area. Along the south side of Jones and Gifford Avenue, historic industrial sites (many of which are now underutilized or vacant) are adjacent to the railroad. The north side of Jones and Gifford Avenue is predominantly vacant due to poor soil stability. The Clinton Street, Isabella Avenue, Lafayette Street, and 8th Street area is characterized by a mixture of poorly maintained commercial, residential, and vacant properties. Washington Street and Fluvanna Avenue are lined with commercial properties, a number of which are automobile dealerships. The Chadakoin River, associated wetlands, Jones Memorial Park, and Chadakoin Park (former City Landfill) dominate the central portion of the sub area.

The **Downtown District** has the most complicated land use pattern in the Study Area. The Chadakoin River bisects this sub area into north and south sections. The north side of the river is lined by railroad tracks. To the far west of this sub area McCrea Point Park welcomes river users from Chautauqua Lake into the City, while the Weitsman Scrap Yard (located just across the River) is a non-desirable/ non-compatible land use. The downtown core with its mixture of commercial and government uses is located on the north side of this sub area. The south side contains the Board of Public Utilities (BPU) electrical generating station, Brooklyn Square (an urban renewal project which includes retail space and the Jamestown Area Medical Associates), Panzarella Park, and large portions of the existing Riverwalk Trail. The west and east ends of this sub area contain a mixture of residential, commercial, light manufacturing, and vacant uses. The future

development of several large vacant parcels located within the eastern portion of this sub area will determine whether the eastern end becomes an extension of the traditional downtown and growing medical corridor or an extension of the neighboring Industrial Heritage Corridor.

Land uses in the **Industrial Heritage Corridor** east of the Downtown District are much less varied. The railroad separates slightly from the River's edge, sandwiching the many historic, underutilized, and obsolete manufacturing uses. At the northeast end of the sub area, the Dahlstrom Complex (large portions of which have recently been demolished) is located on both sides of the River. A mixture of commercial, residential, and vacant properties are found along East Second Street and the north side of Crescent Avenue.

Much like the Industrial Heritage District, the **East End Industrial Corridor** primarily consists of manufacturing uses between and along the River and railroad. However, many of these manufacturing facilities are more modern and fully utilized. The few that are underutilized (i.e., Bush Industries and Crawford Furniture Manufacturing) can be easily retrofitted for reuse by new industrial businesses. Residential properties are peppered throughout this highly industrial area and commercial properties are located along East Second Street. There is also a fair amount of important open space/floodplain on the southern edge of the River, along the Hope's Windows property (which is generally located along the northern side of Hopkins Avenue from Angove Avenue to Bigelow Avenue).

Table 13. Land Use in the LWRP Study Area

Land Use	Acres	Parcels
Residential	69.3	536
Commercial	223.0	501
Industrial	134.7	91
Utility / Transportation Services	116.4	71
Government / Community Services	41.8	50
Vacant	154.9	545
Park / Open Space	405.5	85
Roads	163.0	
Water	104.3	
Total	**1,412.9**	**1,879**

Source: Chautauqua County Real Property Tax Service

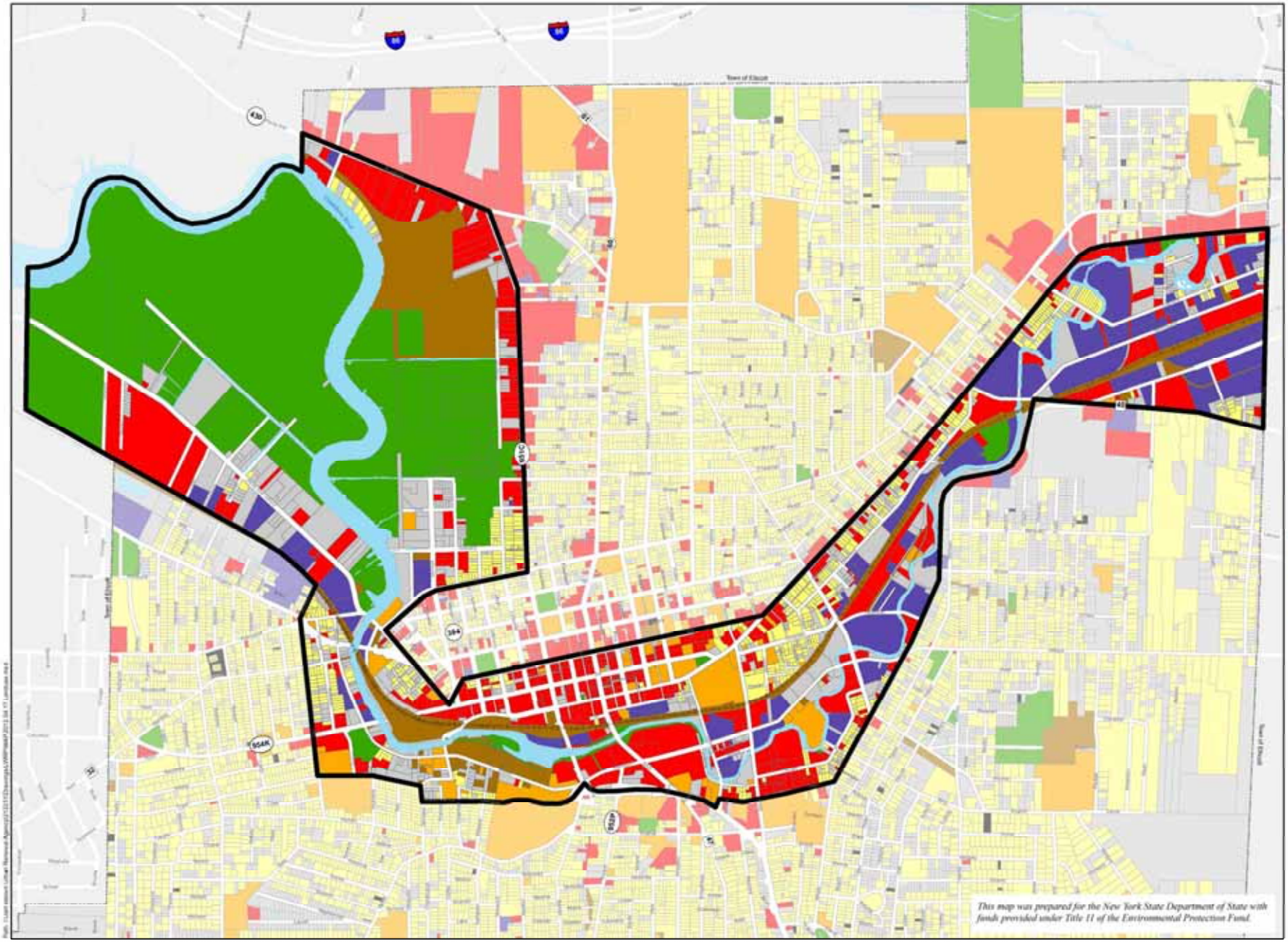


Figure 6. Land Use Map

ZONING AND OTHER LAND USE REGULATIONS

In October 1998, the City of Jamestown adopted a new Zoning Ordinance and Map. The Zoning Ordinance has been designed to preserve existing open spaces, lessen congestion in the streets, secure safety from fire, flood and other dangers, and facilitate the adequate provision of transportation, parks, utilities, schools, and other public services. The Ordinance serves to protect and enhance the existing character of each district and conserve the value of land while promoting the most appropriate use of land throughout the City of Jamestown. The Zoning Ordinance is administered by the Zoning Board of Appeals, the Planning Commission and the Building Inspector. The Building Inspector is empowered as the enforcing officer for the provisions for the Zoning Ordinance. The Zoning Board of Appeals has the power to authorize use or area variances in cases of hardship or practical difficulties and special use permits. Lastly, the Planning Commission oversees the site-plan review process and ultimately is charged with approving or rejecting the site plan in accordance with the City's Zoning Ordinance.

ZONING CATEGORIES

Zoning in the City of Jamestown's Waterfront Revitalization Area, as shown in Figure 7, is generally reflective of current land uses. Thirty-six percent of the Study Area is designated as *Land Conservation Zones*, primarily surrounding the western portion of the River. *Manufacturing* and *Light Manufacturing Zones* surround the remainder of the River and the south side of Jones and Gifford Avenue, accounting for 35 percent of the Study Area. Various *Commercial Zones* dominate the downtown core, Brooklyn Square, and along Fluvanna Avenue, Washington Street, and East Second Street, accounting for 19 percent of the Study Area. The remaining 10 percent of the Study Area is designated as various *Residential Zones* (Table 14).

Table 14. Zoning Categories in the LWRP Study Area

Zone	Principal Uses	Accessory Uses	Acres
L-C Land Conservation	Noncommercial agriculture, parks, playgrounds, marinas, game preserves, fire stations, police substations	Signs	508.9
R-1 Single-Family Residential	Single-family dwellings, places of worship, schools, parks, playgrounds, planned unit residential developments	Private garages, off-street parking, private swimming pools, signs	30.0
R-2 Two-Family Residential	R-1 uses, two-family dwellings, owner-occupied beauty parlors/barber shops (with special use permit)	As permitted in R-1, signs	90.1
R-C Multiple-Family Residential	R-2 uses, multi-family dwellings, mortuaries, medical/professional offices, day-care centers, hospitals, public parking lots, B&B (with special use permit), boardinghouses/nursing homes (with special use permit)	As permitted in R-2, signs	22.0
C-1 Neighborhood Commercial	R-C uses, business offices, personal service establishments, enclosed retail, banks, commercial swimming pools, B&B's	As permitted in R-C, coffee/snack bars, manufacturing/processing of articles for on-site retail sale, signs	0.0
C-2 Community Commercial	C-1 uses, gas stations, auto repair, restaurants, hotels, non-public schools, bowling alleys, theaters, unrestricted retail	As permitted in C-1, signs	61.9
C-3 Central Business	C-2 uses, bus/railroad stations, sports arenas, auditoriums, convention centers, museums, art galleries, libraries, public assembly places, light manufacturing/warehousing (with special use permit)	As permitted in C-2, signs	50.7
C-4 Central Commercial	C-3 uses	As permitted in C-3, signs	60.3
C-M Service and Highway Commercial	C-4 uses (provided all non-residential uses are primarily oriented toward a major street), auto/marine sale and service, greenhouses, bottling works, wholesale bakery plants, dry-cleaning and laundry, car washes, animal hospitals/kennels, tattoo parlors	As permitted in C-4, signs	101.4
L-M Light Manufacturing	C-M uses (except dwellings), research/development facilities, warehouses, laboratories, assembly plants, distribution plants, storage facilities, light manufacturing or clean industrial operations (with approval)	As permitted in C-M, signs	184.2
M Manufacturing	L-M uses, concrete manufacturing, incinerators, open storage, railroad yards, welding shops, foundries, truck terminals, metal plating works, adult uses (with special use permit), junk/scrap yards (with special use permit)	As permitted in L-M, signs	307.6

Source: City of Jamestown

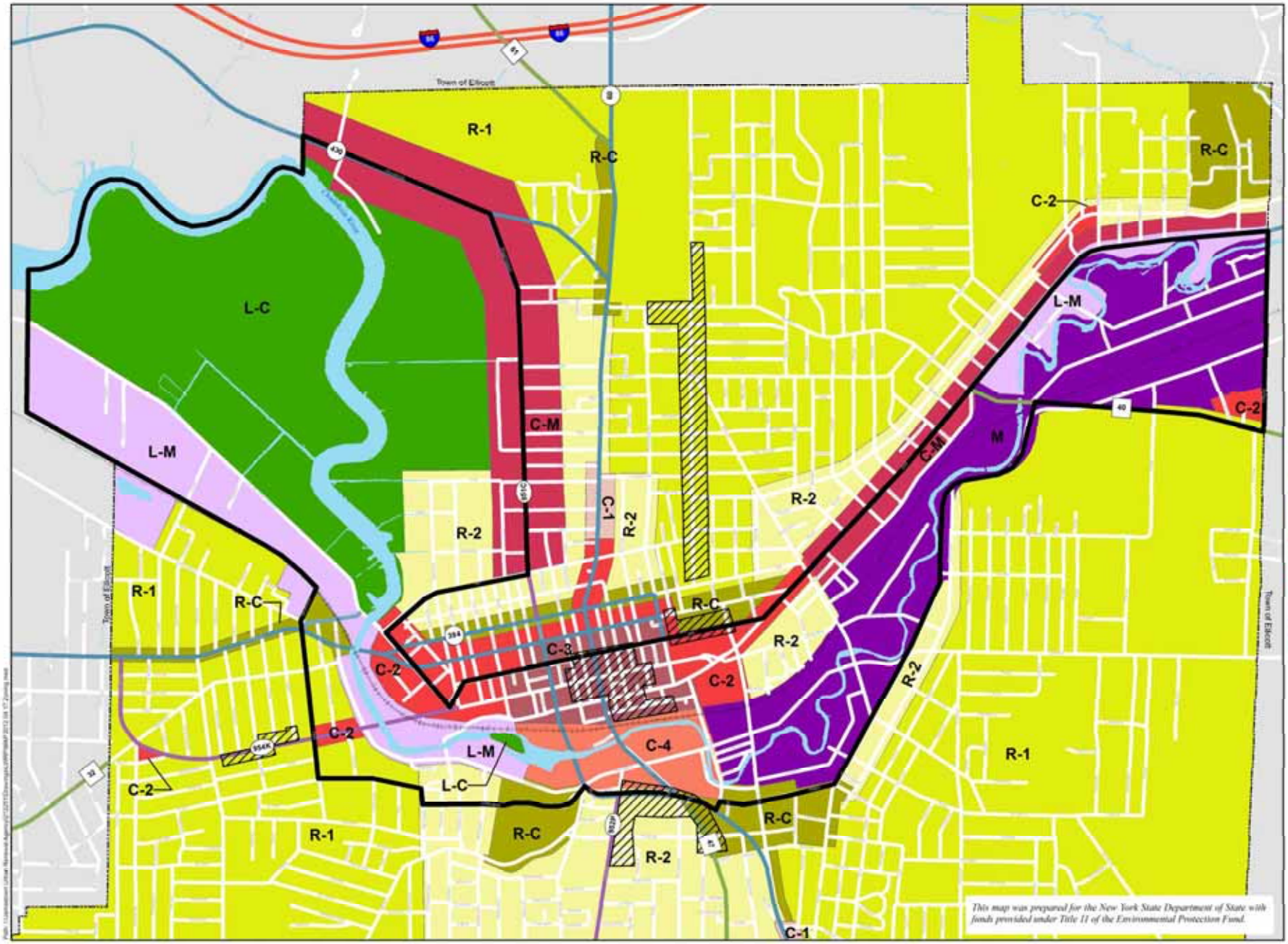


Figure 7. Zoning Map

HISTORIC PRESERVATION OVERLAY DISTRICT

The Historic Preservation Overlay District consist of five separate areas within the City that were created "to promote and enhance the architectural heritage of the historically significant sectors of the City; and to encourage the preservation and enhancement of facades, signage and aesthetics of the existing buildings; and to permit new construction in a manner which complements the existing urban form of the district." The majority of one and small portions of two of the five Historic Preservation Overlay Districts are located within the LWRP Study Area and encompass a combined 26.1-acre area. Most of this 26.1-acre area is located within the downtown core (see Figure 7). All projects within the Historic Preservation Overlay Districts which require a building permit for exterior work are subject to preservation and enhancement review by either the Department of Development and the Department of Public Works or the Planning Commission. Projects must be in harmony with the historically significant uses within the neighborhood, general character of the neighborhood, and architectural integrity and style of the effected structures.

JAMESTOWN URBAN DESIGN PLAN – URBAN DESIGN GUIDELINES

The *Jamestown Urban Design Plan (UDP)* (as previously discussed in the *Existing Planning Initiatives* section of this Report) sets forth urban design guidelines for five design areas within the City of Jamestown: the Riverfront, the Downtown Core, the West End, Brooklyn Square, and the Extended Downtown. Portions of these areas are within the LRWP Study Area and are shown in Figure 8. The design guidelines allow City staff, project proponents and the community to work together toward achieving a better downtown. With the exception of single-family residential projects, the guidelines apply to any proposed development to be located within any of the five design areas and that exceeds at least one of the following thresholds under the formal site plan review procedure:

- 12 parking spaces
- 5,000 square feet of gross floor area
- Expansion of an existing facility by more than 25% of the gross floor area of the facility
- New residential construction with three or more units

Additionally, the design guidelines apply to all proposed manufacturing or light manufacturing development or redevelopment to be located within any of the five design areas.

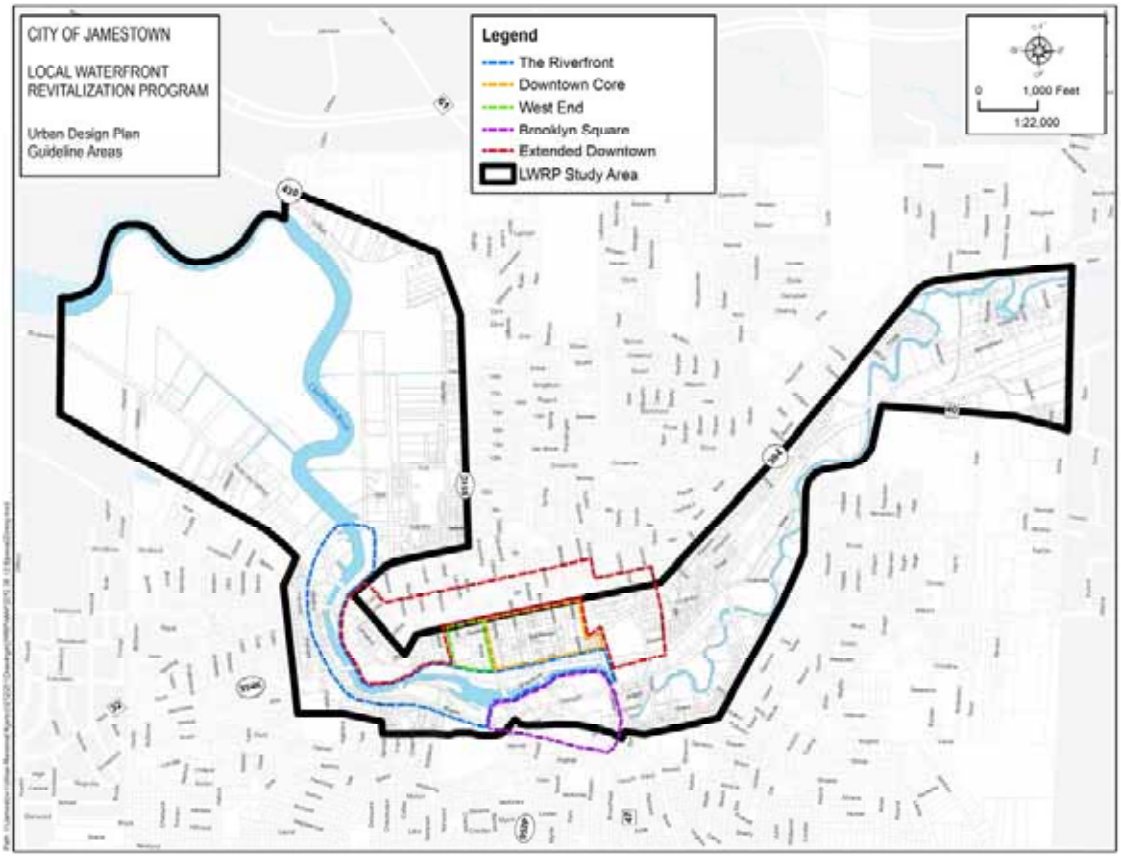


Figure 8. Urban Design Guideline Districts within the LWRP Study Area
Source: Jamestown Urban Design Plan

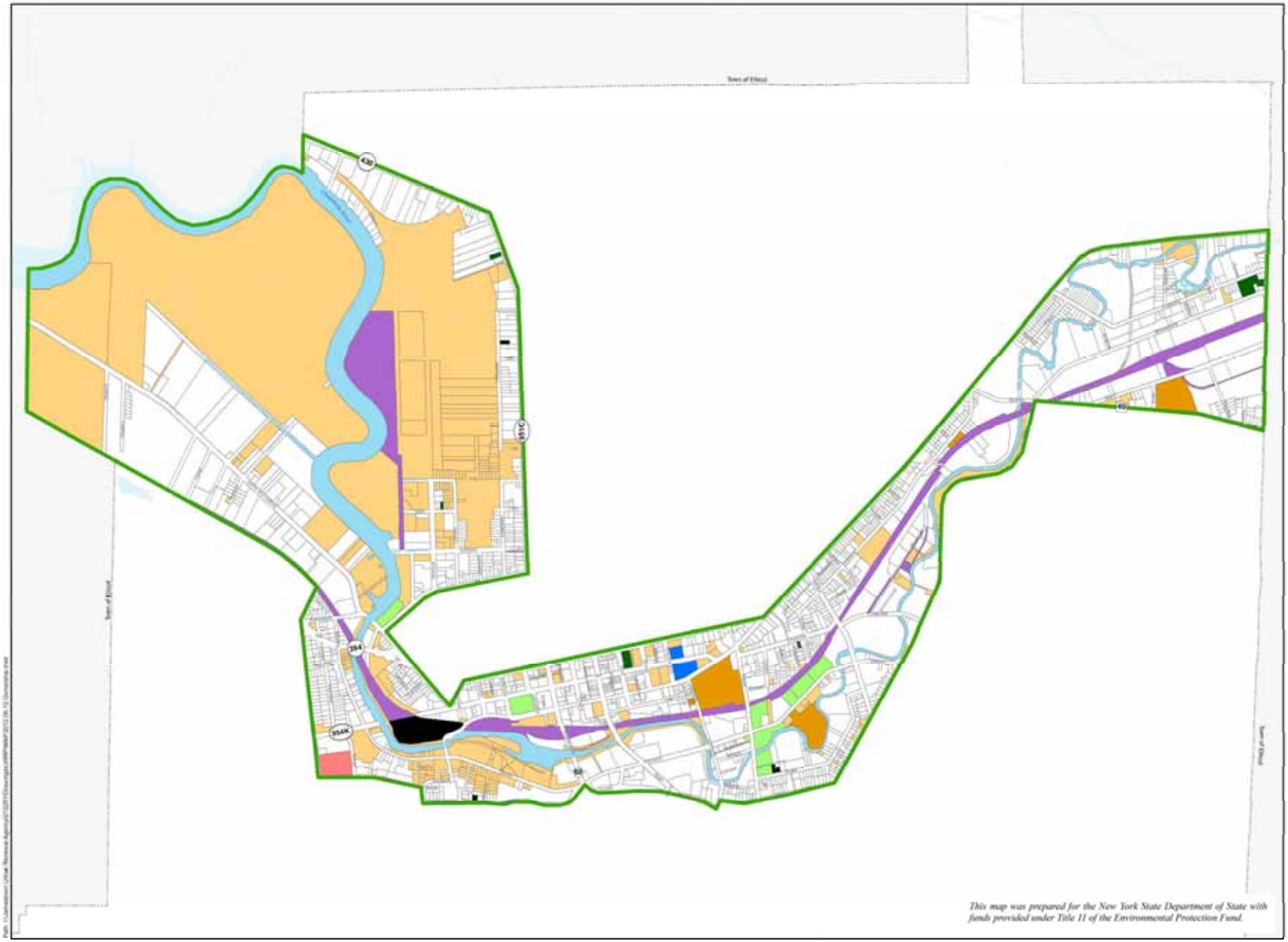
LAND OWNERSHIP PATTERNS

One unique aspect of the Study Area is the amount of land owned by public and quasi-public agencies including the City of Jamestown, the City of Jamestown School District, the Chautauqua County Industrial Development Agency, Chautauqua County, New York State, the Federal government, and the Southern Tier Extension Railroad Authority (STERA) (see Figure 9). Combined, these entities own over 50 percent (582 acres) of the Study Area. The City of Jamestown is by far the largest contributor owning 42 percent (477 acres) of the Study Area (Table 15).

Table 15. Public and Quasi-Public Land Ownership Distribution in the LWRP Study Area

Owner	Acres
City of Jamestown	477.3
Jamestown School District	18.3
Chautauqua County IDA	11.7
Chautauqua County	2.7
New York State	3.3
Federal	2.2
Utility/Rail	60.1

Source: Chautauqua County Real Property Tax Services



LABELLA Associates, P.C.

CITY OF JAMESTOWN

LOCAL WATERFRONT REVITALIZATION PROGRAM

Property Ownership

LWRP Study Area

Ownership

- Private Property
- City of Jamestown
- City of Jamestown School District
- Chautauqua County IDA
- Chautauqua County
- New York State
- Federal
- Utility/Railroad
- Ownership Unknown

Sources:
1. City of Jamestown Local Waterfront Revitalization Program Work Plan Map - Edited by LaBella to reflect steering committee revisions
2. Ownership extracted from the Real Property Database provided by Chautauqua County

0 1,000 Feet

1:15,000

Labella Project No: 212251

Figure 9. Ownership Map

The remaining nearly 50 percent of the Study Area is owned privately for residential, commercial, and manufacturing purposes.

Within the **Chadakoin Outlet District**, public and quasi-public agencies own 70 percent (428 acres) of the land. Over 400 acres (66%) of the land is owned by the City of Jamestown including Jones Memorial Park, Chadakoin Park (portions of which were the former City Landfill), and the Chadakoin River wetlands. Additionally, the County owns two small parcels and the rail authority owns a portion of an old railroad right-of-way which is currently slated for a multi-use trail conversion (see the discussion of the Chadakoin Park Bike Trail in the *Pedestrian and Bicycle Infrastructure* section of this Report).

All of the above mentioned public and quasi-public agencies own land within the **Downtown District**. Large contributors include the City of Jamestown (which owns numerous government buildings, the Board of Public Utilities facilities, and the Riverwalk Trail), the rail authority, and the Chautauqua County IDA.

Within the **Industrial Heritage Corridor** and the **East End Industrial Corridor** public and quasi-public land ownership is limited. Contributors include the City of Jamestown, the City of Jamestown School District, the rail authority, and Chautauqua County.

BROWNFIELD, UNDERUTILIZED, AND VACANT SITES

Numerous brownfield, underutilized, and vacant sites are located within the City of Jamestown Waterfront Revitalization Area. Although these properties may currently be unproductive and blighted, the remediation and redevelopment of these sites provide a real and significant opportunity to revitalize the waterfront while eliminating potential exposure to hazardous materials and other substances.

The brownfield, underutilized, and vacant sites within the LWRP Study Area are being inventoried and described as part of the City's two Brownfield Opportunity Area (BOA) Program projects. These studies are currently underway. These sites, including existing environmental concerns and potential reuse options, are discussed in extensive detail within the two BOA documents (*Chadakoin River West Pre-Nomination Study* and *Chadakoin River Central/Eastern Nomination Study*) and the reader is referred to those documents for further information.

To aid in referencing the various brownfield, underutilized, and vacant sites, separate maps and tables have been provided for the two separate brownfield studies. Table 16 describes and Figure 10 depicts the brownfield, underutilized, and vacant sites within the **Chadakoin Outlet District**, which coincides with the

Chadakoin River West BOA Pre-Nomination study area. The *Chadakoin River Central/Eastern BOA Nomination* study area nearly coincides with the LWRP's **Downtown District**, **Industrial Heritage Corridor**, and **East End Industrial Corridor**, and brownfield, underutilized, and vacant sites within these sub areas are described in Table 17 and depicted on Figure 11.

The City of Jamestown Waterfront Revitalization Area includes 65 sites categorized as brownfield, underutilized and vacant sites. Brownfield sites are defined by New York State law as any real property, the redevelopment or reuse of which may be complicated by the presence *or potential presence* of environmental contamination. Underutilized sites are properties which include some form of physical improvement (ex. buildings, parking lots, etc.) but are abandoned, not being used to their full potential, or are located in prime development areas and contain uses which are inconsistent with the Community's vision for that area. Properties with development potential, no physical improvements on them, and designated as vacant on the real property data, were labeled as vacant. As the above three categories (brownfield, underutilized, and vacant) are not mutually exclusive, sites were labeled using the highest applicable category.

The character of the brownfield, underutilized, and vacant sites varies considerably. The list of sites includes scrap yards, industrial buildings, warehouses, parking lots, auto shops, row buildings, office buildings, gas stations, condemned homes, abandoned buildings, a former City landfill, and vacant lots.

Throughout the Study Area, 35 of the sites are classified as potential brownfields, 29 are classified as underutilized and one is classified as vacant. The property designations were made based on evaluation of real property data, publicly available environmental records (Phase I reports, spills, etc.), aerial photography, Sanborn maps, site visits and information provided by Steering Committee members.

The 65 sites occupy approximately 250 acres in the City of Jamestown and are assessed at almost $15.2 million. They range in size from less than a tenth of an acre to over 100 acres. The majority of the sites (30) totaling 79.4 acres are located in the *M Manufacturing District*. An additional 18 sites totaling 16.4 acres are located in the *C-2 Community Shopping*, *C-3 Central Business*, and *C-4 Central Retail* commercial districts. Seven sites totaling 26.0 acres are located in the *L-M Light Manufacturing District*. Three sites (13.4 acres) are located in the *R-2 Two-Family Residential District*. Six sites totaling 10.3 acres are located in the *C-M Service and Highway Commercial District*.



Site No.	Site Name
1	Automatic Voting Machine Corp
2	55 Jones & Gifford Ave
3	19 Jones & Gifford Ave
4	Former Furniture Manufacturer
5	Reliable Garage
6	Former Jamestown City Landfill
7	Pelican Site
8	Dunn Wright Building
9	C&B Cleaners
10	Anderson Cleaners
11	The Eatery
12	Vacant Big Box Store

This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

LABELLA Associates, PC

CITY OF JAMESTOWN

LOCAL WATERFRONT REVITALIZATION PROGRAM

Brownfield, Underutilized, and/or Vacant Sites within the BOA Pre-Nomination and LWRP Study Areas

LWRP Study Area

BOA Pre-Nomination Study Area

Site Characterization

- Potential Brownfield Site
- Underutilized Site
- Not designated as a BOA Site but designated as vacant in the Real Property Database

Note:
All Brownfield, Underutilized, and Vacant Sites utilize current parcel boundaries, EXCEPT, Site 6 (the Former Jamestown City Landfill) whose approximate boundaries were determined and created using a map obtained from the City's Department of Public Works

Sources:
1. City of Jamestown Local Waterfront Revitalization Program Work Plan Map - Edited by LaBella to reflect steering committee revisions
2. Original BOA Shapefile provided by the City of Jamestown - Edited by LaBella to reflect steering committee revisions
3. Brownfield, Underutilized, and Vacant Sites obtained from previous studies, windshield surveys, database and regulatory reviews, Sanborn Map analysis, and steering committee suggestions

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Labella Project No: 212251

Figure 10. Brownfield, Underutilized, and/or Vacant Sites – BOA Pre-Nom Map



Figure 11. Brownfield, Underutilized, and/or Vacant Sites - BOA Nom Map

The 12 sites within the **Chadakoin Outlet District** occupy approximately 133 acres and are assessed at over $2.5 million. The **Downtown District** contains 30 sites which combined are assessed at over $8 million and occupy over 52 acres. The **Industrial Heritage Corridor** contains 15 sites assessed at over $1.5 million on 37 acres of land. Finally, the **East End Industrial Corridor** contains only eight (8) sites; however, combined they are assessed at nearly $3 million and occupy 27 acres.

The Waterfront Revitalization Policies in Section III of this Report and Proposed Projects in Section IV discuss potential redevelopment opportunities of brownfield, underutilized, and vacant sites relative to the revitalization of the City of Jamestown's waterfront.

Table 16. Brownfield, Underutilized, and Vacant Properties – Chadakoin Outlet District

Site	Street	Owner	Land Use	Acres	Assessed Value	Zone	Site Use*	Water Access
POTENTIAL BROWNFIELD PROPERTIES								
1a	151 Jones & Gifford Ave	Community Dev. Assoc LLC	Vacant Industrial	3.18	$9,300	L-M	V	No
1b	153 Jones & Gifford Ave 488 Hallock St	Suit Kote Corp	Light Ind. Man., Vac Ind & Detached Row Bldg	5.94	$139,700	L-M	B & P	No
2	55 Jones & Gifford Ave	Wendon Holding Corp	Light Ind. Manufacturing	3.26	$200,000	L-M	B & P	No
3	19 Jones & Gifford Ave	Wendon Holding Corp	Light Ind. Manufacturing	1.24	$200,000	L-M	B & P	No
4a	901 Monroe & Clinton St	City of Jamestown	Vacant Commercial	2.21	$51,000	R-2	V	No
4b	Clinton St	Zakriski, Peter A. Jr.	Warehouse	0.78	$10,000	R-2	B	No
5a	West 10th St	Walden, Daniel R	Vacant Commercial	0.20	$5,000	R-2	V	No
5b	West 10th St	County of Chautauqua	Vacant Commercial	0.11	$3,400	R-2	V	No
5c	1010 Monroe St	Caruso, William	Auto body	0.24	$24,000	R-2	B	No
6a	Isabella Ave	Southern Tier Extension Railroad Authority (STERA)	Past Landfill, Vac RR ROW	4.79	$132	L-C	V	No
6b	Lafayette St	City of Jamestown	Past Landfill, Current Park	100.86	$377,177	L-C, C-M	M	No
7	Washington St	City of Jamestown	Vacant Commercial	1.30	$119,700	C-M	V	No
8	2229 Washington St	Swanson, Gerald	Warehouse	0.21	$15,700	C-M	B	No
9	Washington St	County of Chautauqua	Vacant Commercial	0.24	$30,000	C-M	B & P	No
Total All Brownfield Properties				**124.56**	**$1,185,109**			
UNDERUTILIZED PROPERTIES								
10	217 Fluvanna Ave	High Traverse Prop LLC	Commercial	0.17	$50,000	C-M	B & P	No
11	235 Fluvanna Ave	Jamestown Regional Prop LLC	Restaurant	0.63	$97,500	C-M	B & P	No
12a	255 Fluvanna Ave	Tops PT LLC	Supermarket & Parking	6.38	$950,000	C-M, L-C	B & P	No
12b	245 Fluvanna Ave	Plaza Group 200 LLC	Retail Services	1.40	$250,000	C-M, L-C	B & P	No
Total All Underutilized Properties				**8.58**	**$1,347,500**			
Total All Brownfield, Underutilized and Vacant Properties				**133.14**	**$2,532,609**			

*Site Use Categories V = vacant B = building P = parking M = Municipal Park

Source: Chautauqua County Real Property Tax Service

Table 17. Brownfield, Underutilized, and Vacant Properties – Downtown District and Industrial Heritage and East End Industrial Corridors

Site	Street	Owner	Land Use	Acres	Assessed Value	Zone	Site Use*	Water Access
POTENTIAL BROWNFIELD PROPERTIES								
1a	825 Monroe St; 610, 616, 628, 629 - W 8th St	Web-Jamestown Corp	Junkyard	2.42	$102,000	R-2	B & P	No
1b	929 Monroe St; 0 W 8th St	City of Jamestown	Elec-hydro, Highway Garage & Vac. Ind.	5.03	$96,500	R-2	B & P	Yes
1c	0 Monroe St	White, George	Vacant Industrial	2.13	$23,300	R-2	V	No
1d	935 Monroe St	Fisher, Irving E.	Vacant Commercial	0.26	$20,000	R-2	B & P	No
2	117 Fairmount St	Eagles Nest Partners LLC	Light Ind. Manufacturing	0.80	$58,000	L-M	B & P	Yes
3	0 W 2nd St	Unknown	City Salt Storage & RR	6.34	Unknown	L-M	B	Yes
4	0 W 2nd St	Southern Tier Extension Railroad Authority (STERA)	Railroad & Abandoned Train Car Repair Shed	2.38	Unknown	L-M	B	Yes
5	0 N Main St	Cleaning Tech Group LLC	Light Ind. Man. & Parking	3.21	$308,000	C-4	B & P	Yes
9	406 W 3rd St	Hawley Dev Corp	Mini Mart	0.25	$200,000	C-2	B & P	No
19a	116 E 1st St	Anderson Steven C	Light Ind. Manufacturing	0.47	$65,000	C-3, PE	B	No
19b	106, 118 E 1st St; 0 Institute St	El Greco Woodworking Inc	Light Ind. Man. & Vac. Ind.	2.40	$108,600	C-3, PE	B & P	No
19c	124 E 1st St	Goodwill Shane H &	Light Ind. Manufacturing	0.42	$105,000	C-3, PE	B	No
25	0 Victoria Ave; 0 Foote Ave	Deerview LLC	Vacant Commercial	1.43	$77,400	M	V & P	Yes
26	0 Harrison St	201 Harrison St LLC	Parking Lot	1.52	$27,000	M	P	No
27	0 Harrison St	County of Chautauqua Ida	Vacant Industrial	3.57	$44,100	M	V	No
28	133 Winsor St	Washington, Savitri C.	Vacant Commercial	2.04	$31,300	M	V	Yes
29	92 Water St	Mason Carving Inc	Warehouse	0.13	$10,000	M	B & P	No
30	16-26, 40 Winsor St	Companion Resources Corp	Light Ind. Man. & Vac. Ind.	2.76	$309,600	M	B & P	No
31	571-607 Allen St	Jamestown Allenco Inc	Vacant Industrial	2.31	$10,000	M	V	Yes
32	0 River St	Jamestown Urban Renewal Ag	Urban Renewal	0.78	$65,800	M	P	Yes
33	0 River St	Jamestown Dev Co III LLC	Parking Lot	2.10	$32,800	M	P	No
34	43 River St	Schuver, George B.	Warehouse	3.96	$25,000	M	B & P	No
35	53 River St	Charles Lawson Rev Liv Trust	Light Ind. Manufacturing	0.37	$160,000	M	B	No
36	65 River St	Dyatel, Julia	Warehouse	0.99	$12,000	M	B	No
37	71 River St	Custom Profiling Tool Co Inc	Light Ind. Manufacturing	0.85	$82,000	M	B	No
38a	0 Crescent St	Jamestown Urban Renewal Ag	Vacant Industrial	0.17	$5,200	M	P	No
38b	111 Cheney St	MCA Graphic Solutions Inc	Light Ind. Man. & Vac. Ind.	0.37	$96,500	M	B & P	No
38c	200-218 Crescent St; 0 Cheney St	United Industries Inc	Light Ind. Man. & Vac. Ind.	0.79	$49,400	M	B & P	No
39	113-117 Cheney St; 34 Scott St	D & S Storage LLC	Light Ind. Man, Vac. Ind. & Office Bldg	1.32	$183,400	M	B & P	No
40	220-256 Crescent St	City of Jamestown	Vacant Industrial w/ Imp.	2.71	$25,000	M	B	No
41	300 Crescent St	Ryan, Mark P.	Light Ind. Manufacturing	1.63	$50,000	M	B	No
44a	443-499 Buffalo St; 1-15 Blackstone Ave	Buffalo St Partners LLC	Light Ind. Man. & Vac. Ind.	10.38	$270,500	M, L-M	B & P	Yes
44b	20 Blackstone Ave	Jamestown Metal Products LLC	Warehouse	1.04	$140,000	M	B	Yes
48	147 Blackstone Ave	Custom Production Mfg Inc	Light Ind. Manufacturing	1.42	$112,000	M	B	No
Total All Brownfield Properties				**68.77**	**$2,905,400**			
UNDERUTILIZED PROPERTIES								
6	20 Steele St	Sirianno, James P.	Storage & Parking	1.86	$432,400	C-4	B & P	Near
7	30-34 Harrison St	Chautauqua Brick Co Inc	Lumber Yard/Mill	1.55	$234,900	C-4	B & P	Near
8a	33 Forest Ave; 0 Harrison St	Duke, Larry	Det. Row Bldg & Parking	0.61	$129,300	C-4	B & P	No
8b	0 Forest Ave	Chautauqua Chemicals Co	Vacant Commercial	0.89	$63,600	C-4, PE	V	No
10	318 Washington St	Quick, Robert I. Jr.	Vacant Social Org.	0.15	$90,000	C-3	B	No
11	111 W 2nd St	US Comm Habitat Co	Office Bldg	0.40	$1,240,000	C-3	B	No
12	201 Cherry St	Pearl City Arts Building	Attached Row Bldg	0.37	$125,000	C-3, PE	B	No
13	12-14 W 2nd St	Johnson, Kurt B.	Row Bldg & Vac. Com.	0.12	$43,300	C-3, PE	B	No

Table 17 Continued on Next Page *Site Use Categories V = vacant B = building P = parking M = Municipal Park

Site	Street	Owner	Land Use	Acres	Assessed Value	Zone	Site Use*	Water Access
UNDERUTILIZED PROPERTIES CONTINUED								
14	326 Cherry St	Tc & Maisano Inc	Det. Row Bldg-Retail	0.22	$100,000	C-3, PE	B	No
15	300 N Main St	Lucille Ball Desi Arnez	Culture Bldg	0.10	$98,000	C-3, PE	B	No
16	2-6-8-10, 12 E 3rd St	Manufacturers, Traders Trust	Bank for Sale	0.20	$650,000	C-3, PE	B	No
17a	8 E 2nd St	Li, Wing Kam	Att. Row Bldg & Apt.	0.02	$40,000	C-3, PE	B	No
17b	10-12 E 2nd St	Schenck, Paul R. III	Att. Row Bldg-Retail	0.06	$9,300	C-3, PE	B	No
18a	36-38 N Main St	Northwest Savings Bank	Attached Row Bldg	0.11	$60,000	C-3, PE	B	No
18b	34 N Main St	Morrison, Todd	Attached Row Bldg	0.02	$12,000	C-3, PE	B	No
18c	26-32 N Main St	DMM Educational Center	Attached Row Bldg	0.22	$25,000	C-3, PE	B	No
18d	24 N Main St	Richter, Rand	Attached Row Bldg	0.10	$24,000	C-3, PE	B	No
20a	201-205, 209, 219, 220 - E 1st St; 8 Institute St	John Galt Holding Co LLC	Vac Ind, Com, & Res, Warehouse, 2 Fam Res	0.51	$144,300	C-3	B & V	No
20b	0 E 1st St	Esquire, Cleaners	Vacant Residential Land	0.07	$300	C-3	V	No
20c	216 E 1st St	Smith, Poppie	2 Family Residential	0.09	$14,000	C-3	B	No
20d	0 Institute St	City of Jamestown	Vacant Residential Land	0.05	$200	C-3	V	No
21	310-322 E 3rd St	U S Postal Service	Government Building	1.50	$1,250,000	C-2	B & P	No
22a	143 Harrison St	Lipari, David	Auto Body	0.09	$40,000	M	B & P	No
22b	141 Harrison St	Elardo, Richard P.	Attached Row Bldg	0.04	$36,000	M	B	No
22c	66 Foote Ave	Jamestown Ice & Storage Inc.	Ice Manufact. & Storage	0.79	$95,000	M	B	No
22d	0 Foote Ave	International, Ordinance	Parking Lot	0.96	$12,200	M	P	No
22e	101 Harrison St	County of Chautauqua	Light Ind. Man. & Parking	2.41	$600,000	M	B & P	No
22f	33 Institute St	FSC Systems LLC	Warehouse	0.22	$60,000	M	B	No
23a	0 Foote Ave	Chaut Reg Ind Dev Corp	Vacant Industrial	0.15	$5,100	M	P	No
23b	106-108, 110, 116 - Harrison St	Schuver, G Barton	Vac. Ind., Vac. Com., Auto Body, & Light Ind. Man.	0.64	$58,400	M	B, P, V	No
23c	112 Harrison St	Oag, Alistair J.	Auto Body	0.11	$72,000	M	B	No
23d	19 Briggs St	Michel, Real Estate Partnp	Warehouse	0.56	$160,000	M	B & P	No
23e	25 Briggs St; 99 Institute St	Scion Members LLC	Warehouse	0.41	$202,000	M	B & P	No
23f	100 Harrison St	Green, Mary E.	Detached Row Bldg	0.10	$54,000	M	B	No
24a	0 Institute St	Toni, Stromdahl's Rest Inc	Vacant Commercial	0.19	$15,800	C-4	P	Yes
24b	96, 100-116 Institute	Hall, Robert-Timothy	Row Bldg & Vac. Ind.	0.20	$53,500	C-4	B & P	Yes
24c	0 Institute	City of Jamestown	Motor Vehicle Services	0.02	$1,500	C-4	V	Yes
43	456 Buffalo St	Buffalo St Partners Llc	Parking Lot	3.48	$39,900	M	P	Yes
45	0 Blackstone Ave	Blackstone, Business	Vacant Industrial	3.62	$30,300	M	P	Yes
46	1372 E 2nd St	King Properties LLC	Warehouse	2.20	$88,000	L-M	B & P	Yes
47	168, 170 Hopkins Ave; 0 Blackstone Ave	Rollform of Jamestown Inc	Vacant Industrial & Parking	0.50	$18,800	M	P	No
49	150 Blackstone Ave	Jamestown Mattress Co Inc	Light Ind. Manufacturing	1.18	$240,000	M	B & P	No
50	0 Blackstone Ave	TitanX Engine Cooling Inc	Parking Lot	2.60	$39,200	M	P	No
51	1061-71 Allen St	Crawford Furn Mfg Corp	Light Ind. Manufacturing	2.50	$500,000	M	B	No
52	1088-1132, 1089 Allen 0 Carolina St	Bush Industries Inc	Light Ind. Man. & Parking	13.31	$1,961,790	C-2, M	B & P	No
53a	107 Institute St	Calimeri, Rosario	Light Ind. Manufacturing	1.65	$560,000	M	B	Yes
53b	10 Briggs St	Scion Members LLC	Vacant Ind. & Parking	0.30	$12,300	M	P	Yes
Total All Underutilized Properties				**47.45**	**$9,741,390**			
VACANT PROPERTIES								
42	0 Allen St	City of Jamestown	Vacant Industrial	1.14	$8,500	M	P	Yes
Total All Vacant Properties				**1.14**	**$8,500**			
Total All Brownfield, Underutilized and Vacant Properties				**117.36**	**$12,655,290**			

*Site Use Categories V = vacant B = building P = parking M = Municipal Park

Source: Chautauqua County Real Property Tax Service

WATER-DEPENDENT AND WATER-ENHANCED USES

Water-dependent uses are defined as activities which can only be conducted on, in, over or adjacent to a water body because such activities require direct access to that water body, and which involve, as an integral part of such activities, the use of the water. Water-enhanced uses are defined as activities that do not require a location on or adjacent to the water to function, but whose location on the waterfront could add to public enjoyment and use of the water's edge, if properly designed and sited.

Currently, the City of Jamestown possesses few water-dependent and water-enhanced uses (see Figure 12). As described previously in the *Community and Waterfront Development History* section of this Report, despite Jamestown's initial development and dependence on and near the Chadakoin River, the community "turned its back" toward the River as the railroad took over as the primary mode of transportation and waterpower was no longer necessary for the operation of industries. Only recently has the City begun to focus on rediscovering and promoting the River as a community asset.

Water-dependent uses include:

1) ***Fishing*** – A variety of formal and informal access points along the Chadakoin River are used by local fisherman. Formal fishing access points include McCrea Point Park, Panzarella Park, Keelboat Landing, and along Riverwalk (informal access points to be discussed in the *Public Access* section of this Report).

2) ***Boat Launches/Docking*** – Informal boat launches are located off of an informal trail leading through the northern portion of Jones Memorial Park and off of Clifton Avenue and both are used for small watercraft like kayaks and canoes. A formal boat launch and dock for larger watercraft is located at McCrea Point Park. A formal boat dock is located at Panzarella Park. (All to be discussed in further detail in the *Marinas, Docks, and Bulkheads* section of this Report).

3) ***Warner Dam*** – The Warner Dam was constructed to mitigate flooding issues in Chautauqua Lake as well as maintain Lake water levels for recreational purposes (to be discussed in further detail in the *Vessel Use and Navigation* section of this Report).

4) ***Fire Training Center*** – Located on the south side of Harrison Street between Foote Avenue and Winsor Avenue, this area is occasionally used by both the Jamestown Fire Department and other fire departments serving rural communities to practice water drafting techniques from the River.

Although the BPU electric generating facility once utilized water from the Chadakoin River for non-contact cooling purposes, this practice no longer occurs. Additionally, none of the industries within the LWRP Study Area utilize water from the River for plant operations.

Water-enhanced uses include:

1) ***McCrea Point Park*** – Located northeast of the intersection of Jones and Gifford Avenue and Fairmount Avenue, this park offers boat launches, scenic views of the River, and fishing opportunities among other non-water related amenities.

2) ***Jones Memorial Park*** – Located on either side of Jones and Gifford Avenue at the western boundary of the City, this park includes an informal path to the River on the north side of Jones and Gifford Avenue among other non-water related amenities.

3) ***Panzarella Park*** – Located adjacent to the BPU Electrical Generation facilities, this park is currently the terminus of the southern portion of Riverwalk, provides scenic views of the River, and provides limited fishing and boat docking opportunities among other non-water related amenities.

4) ***Keelboat Landing*** – Located on the north side of the River and east side of Main Street, this park provides scenic views of the River and limited fishing opportunities among other non-water related amenities.

5) ***Riverwalk Trail*** – Located on the south side of the River from Panzarella Park to Harrison Street and on the north side of the River from Keelboat Landing to several hundred feet beyond the Washington Street Bridge, this trail is greatly enhanced by the scenic views and fishing opportunities provided by the adjacent River (all of the above water-enhanced uses to be discussed in further detail in the *Recreation* section of this Report).

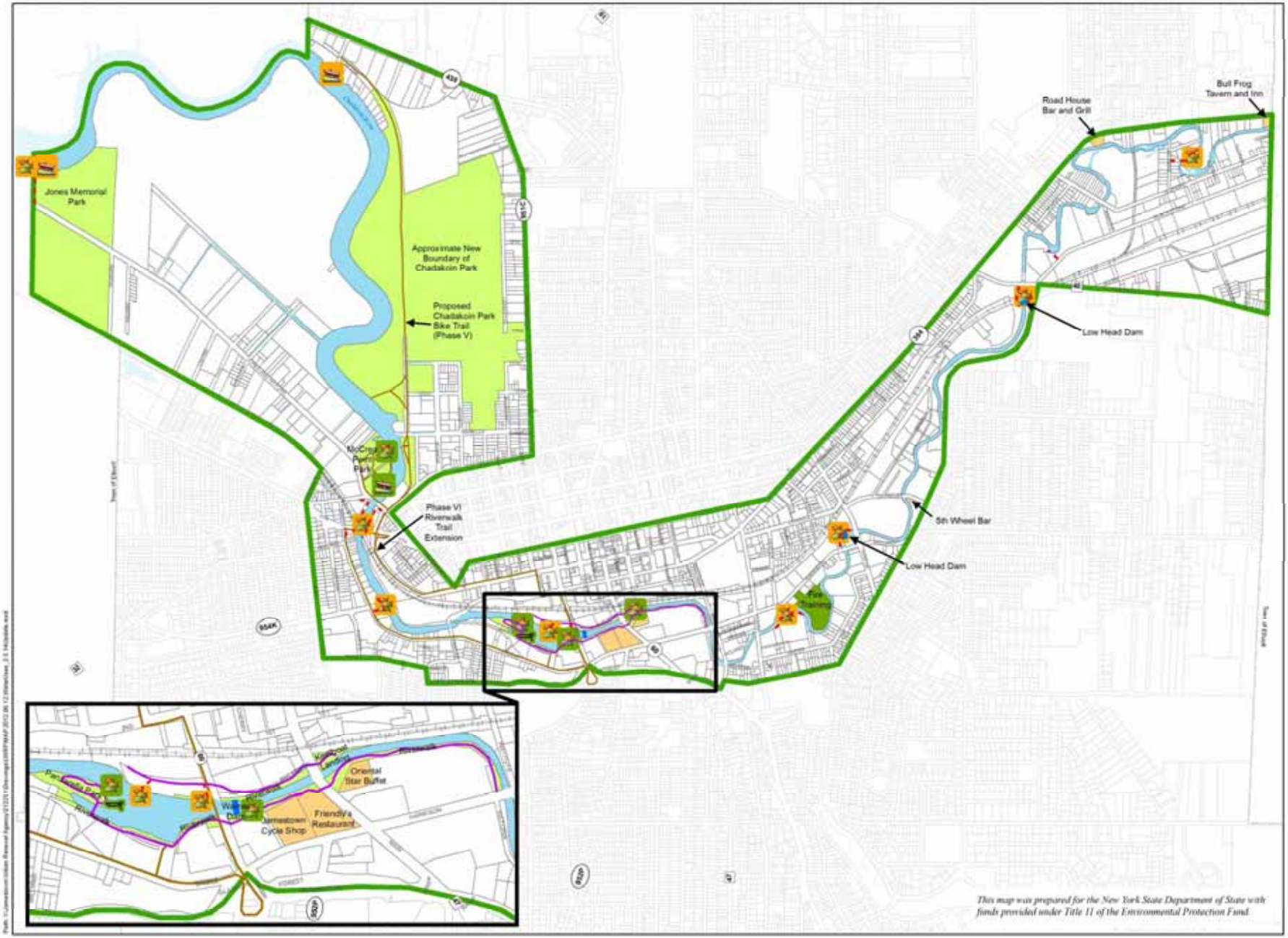
6) ***Chadakoin Park*** – Located to the east of the River, the park boundaries were recently modified and the park now has direct access to the River. Although no amenities have been developed yet following this recent change, the park will likely offer waterfront access in the near future.

Several restaurants and businesses including, but not limited to, the ***Jamestown Cycle Shop***, ***Friendly's Restaurant***, ***Oriental Star Buffet***, ***5th Wheel Bar***, ***Road House Bar and Grill***, and ***Bull Frog Tavern and Inn*** are located adjacent to the River; however, they do not currently take advantage of their waterfront location. These restaurants and businesses could easily become water-enhanced uses with minor improvements.

Two Riverwalk Trail extension projects have been funded and both will augment the overall trail network's status as a water-enhanced use. *Phase V of the Riverwalk Trail* (aka the ***Chadakoin Park Bike Trail***) will travel along a portion of the former Jamestown, Westfield and Northwestern Railroad right-of-way from West 8th Street to Clifton Avenue and potentially provide spurs to the River's edge. The project has been funded, designed, and is awaiting final NYSDEC permit approval. Construction is anticipated to begin in Spring/Summer 2014. *Phase VI of the Riverwalk Trail* was awarded funding in December 2013. Still in the preliminary design phase, this project includes:

- Improvements to Panzarella Park (resurface dock and improve pedestrian bridge)
- Construction of a connector trail from Riverwalk (east of the BPU) to Steele Street
- Creation of a branded and signed trail network loop which utilizes (and where needed removes and replaces) the existing sidewalk network along Steele, Washington, West 2nd, Lafayette, West 3rd, and West 6th Streets
- Construction of a connector trail and scenic vista from the eastern base of the 3rd Street bridge along the eastern edge of an existing guiderail (which provides separation from the Railroad), under the West 6th Street bridge to Fairmount Avenue and the trailhead of the proposed ***Chadakoin Park Bike Trail*** and along Fairmount Avenue to McCrea Point Park
- Construction of a stair system at the West 6th Street bridge (site control will be granted by NYSDOT) to connect the sidewalk trail network loop with the connector trail discussed above
- Creation of two parks along Steele Street at the base of West 3rd Street and West 6th Street which include playground equipment, picnic table, trash cans, scenic vistas, and potentially fishing opportunities
- Creation of a scenic vista along Steele Street several hundred feet west of Sprague Street
- Construction of the ***McCrea Point Trail System*** which will meander throughout the park and includes a 30-foot pedestrian bridge and repairs and upgrades to the existing boat launch and pavilion
- Connection to the County's ***Lucy Trail*** project

Both Riverwalk Trail extension projects will be discussed in further detail in the *Pedestrian and Bicycle Infrastructure* section of this Report.



LABELLA Associates, PC

CITY OF JAMESTOWN

LOCAL WATERFRONT REVITALIZATION PROGRAM

Water Uses

- LWRP Study Area

Water Use Category

- Enhanced
- Dependent
- Site has potential to become Enhanced/Dependent
- Surface Water
- Dam (Dependent)
- Formal Boat Launch (Dependent)
- Formal Fishing Point (Dependent)
- Formal Boat Docking (Dependent)
- Formal Trail (Enhanced)
- Proposed Formal Trail Extension (Enhanced)
- Informal Boat Launch (Dependent)
- Informal Fishing Point (Dependent)
- Informal Trail (Enhanced)

Sources
1. City of Jamestown Local Waterfront Revitalization Program Work Plan Map - Edited by LaBella to reflect steering committee revisions
2. Water use determined by LaBella based on aerial imagery, site visits, and stakeholder comments - in most cases parcel boundaries were utilized to depict water uses; however, only portions of parcels were utilized to represent Riverwalk and the various boat launches/fishing piers as current parcel boundaries do not accurately portray these uses.

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Labella Project No: 212251

Figure 12. Water Dependent and Enhanced Uses Map

2.3 SURFACE WATERS AND SURFACE WATER USES

Surface waters in the City of Jamestown LWRP Study Area include the Chadakoin River, a classified tributary, and numerous non-classified water bodies. The Chadakoin River is classified by the NYSDEC as a Class C stream, which identifies its best usage as supporting fisheries and suitable for non-contact activities. Water flows from Chautauqua Lake (located west of the Study Area) in an eastward direction along the River through the City of Jamestown. The Lake's water level is maintained through a combination of the River's shallow bedrock channel and by the Warner Dam. There is an approximate six-foot difference in surface water elevation above and below the dam.

Between the Lake Outlet and McCrea Point, the Chadakoin River is a broad, slow-moving river with fairly clear water. Once the River begins to narrow after McCrea Point, water clarity becomes poorer, although the River still exhibits the same, slow-moving nature. Once the River passes the Warner Dam it flows more freely and includes riffles and pools. However, the River is generally bound by some form of river walls, severely limited access to its floodplain.

Within the LWRP Study Area, only one tributary to the Chadakoin River is listed as a classified water body (Class C) by the NYSDEC, being a small piped tributary that enters on the right bank between Institute Street and Foote Avenue. Historically, numerous tributaries likely existed within the Study Area, but, based on the amount of industrialization in the River corridor, these tributaries would have been long ago piped and/or incorporated into the stormwater system.

Multiple man-made canals, drainage ditches, and other NYSDEC non-classified water bodies enter the Chadakoin River, mainly within the **Chadakoin Outlet District**.

MARINAS, DOCKS, AND BULKHEADS

The City does not possess a formal marina; however, numerous docks and bulkheads can be found throughout the LWRP Study Area as described below.

DOCKS

Private Docks along Clifton Avenue and Sprague Street – A number of private docks are located on the River above the Warner Dam. Six residences located along Clifton Avenue have installed docks along the northern riverbank. There is one additional private dock for one of the few residential properties located along Sprague Street, which is located along the south bank of the Chadakoin River.





(Left) Water patio at Clifton Avenue public access. (Center) Other docks along Clifton Avenue. (Right) Dock for residence along Sprague Street.

Docks at McCrea Point – McCrea Point is the City's best developed public waterfront access. Although the Riverwalk Trail affords walking and bicycling along the River and has amenities such as benches, tables and lighting, McCrea Point provides opportunities for contact recreation such as boating and fishing. There is one boat launch and dockage for approximately eight boats available for public use. The facility also has parking, playground equipment, a gazebo and restroom facilities. Additionally, the Chautauqua Lake Rowing Association maintains a boathouse at this location to house their racing shells/sculls.

Docks at Panzarella Park – Panzarella Park is an important node on the Riverwalk Trail. The Park is located directly behind the BPU Electrical Generation facility, and while the Park appears to be an island, it is actually an isthmus and is accessed by a single span bridge. The dock at Panzarella Park serves primarily as a platform from which to fish and enjoy the beauty of the Chadakoin River, but could also serve as a place to tie off small watercraft.





(Left) A view of the dock at McCrea Point from the Fairmount Avenue Bridge. (Center) Boat launch at McCrea Point. (Right) A view of the dock at Panzarella Park.

BULKHEADS

A long history of varying industrial uses on the Chadakoin River have led to the development of a heavily armored Riverbank and some dramatic changes in the site topography and associated drainage. Overall, the western portion of the Study Area is relatively flat and contains wetlands on both sides of the River. In this area, bulkheads are generally absent. As the Chadakoin River passes McCrea Point it

enters a highly commercial and industrial area with narrow riparian buffers and varying degrees of river walls. Concrete and stone walls, gabions, bulkheads, and building foundations dominate shorelines in this area. A number of these structures are in disrepair and present significant erosion hazards through potential failure. Several retaining walls were observed that had been undermined and were leaning into the River. There is minimal floodplain interaction within the reach below McCrea Point as the River is channelized in most instances below the adjacent land. Only in small narrow stretches does the River have access to narrow floodplains, with the majority of these areas concentrated in the eastern portion of the Study Area. The Ecological Conditions and Living Infrastructure Framework in Supporting Document 2 and the Inventory and Analysis of Transportation and Municipal Infrastructure Systems in Supporting Document 4 describe the presence and conditions of bulkheads along the River in greater detail.



(Left) Concrete retaining wall below the Warner Dam. (Center) Sheet pile wall below the Institute Street Bridge. (Right) Riprap under the 6th Street Bridge.



(Left) Stone riprap at Clifton Avenue. (Center) Concrete rubble at Buffalo Street. (Right) Stone riprap at the Sprague Street Bridge.



(Left) Riverside Industrial Center below the Foote Avenue Bridge. (Center) Steel pile and railroad tie armor off Allen Street and near River Street. (Right) Natural armor of roots below Hopkins Avenue Bridge.

VESSEL USE AND NAVIGATION

Vessel use along the portion of the Chadakoin River located within the Jamestown LWRP Study Area is dependent on both the navigation channels and the dams as described both below and within the Inventory and Analysis of Transportation and Municipal Infrastructure Systems in Supporting Document 4.

The City of Jamestown does not have local laws pertaining to navigation in the Chadakoin River. However, the boating speed limit within the channel between the lake outlet and McCrea Point is posted at 5 miles per hour.

NAVIGATION CHANNELS

Navigation within the Study Area is largely segmented into three regions: above McCrea Point, between McCrea Point and the Warner Dam, and below the Warner Dam. The following sections describe these portions of the River.

Above McCrea Point - The Chadakoin River channel or Chautauqua Lake Outlet between Chautauqua Lake and McCrea Point is navigable for most of the watercraft used in Chautauqua Lake today. Although aquatic vegetation can snarl propellers and plug cooling water intakes, all but the largest powerboats and deep keeled sailboats on the Lake can navigate this reach of the River. From a historical perspective, this reach of River was heavily traveled by the steamboats that once carried tourists and goods from McCrea Point to the numerous destinations along the Lake. Although the steamboats were commonly shallow draft vessels, they were driven by sternwheels and sidewheels that kicked up sediments and chopped aquatic vegetation as the steamboats churned their way up and down the River. Today a “5 mile per hour no wake zone” is enforced along this reach of the River in an effort to preserve the sensitive riverine wetland environment. Those that have traveled through this section of the River have enthusiastically described its outstanding scenic quality.





(Left) The Chadakoin River Channel as it enters the LWRP at Clifton Avenue. (Center) The sidewheel driven Colonel Phillips on Chautauqua Lake, circa 1875. (Right) The River channel at McCrea Point.

McCrea Point to the Warner Dam - The Chadakoin River channel between McCrea Point and the Warner Dam is generally navigable for small powerboats and manpowered recreational watercraft such as canoes and kayaks. The dual-arch filled concrete spandrel Fairmount Avenue Bridge is the gateway to this reach of the River. Low bridges along this section of the River significantly limit the height of boats that can navigate the area.

During the Stakeholder interviews it was noted that boating conditions on this reach of the River are strongly influenced by the operation of the Warner Dam. When the Dam is closed or releasing the NYSDEC-required minimum 60 cubic feet per minute of water downstream, the current is slow and the water elevation is stable; however, when the Dam gates are open and releasing greater quantities of water, the current is swift and the elevation of the water above the Dam quickly falls. This condition has the potential to strand boaters and create unforeseen hazards. Because this relatively narrow waterway is the sole conduit for the runoff from the 160-square-mile Chautauqua Lake Watershed, flow can increase significantly during prolonged periods of wet weather. The Warner Dam is a barrier that prohibits any watercraft from passing beyond this reach of the River. No formal portage for kayaks and canoes exists around the Dam.



(Left) The Chadakoin River Channel south of McCrea Point. (Center) The River channel south of the West 3rd Street Bridge. (Right) The River channel above the Warner Dam.

Below the Warner Dam – Below the Warner Dam, the Chadakoin River channel meanders through reticulated bends, under bridges, and over low head dams. Many of these low bridges, the low head dams, and the fact that many stretches of this section of the River are extremely shallow, present challenges to the safety of recreational watercraft and their occupants. Some sections of the River are completely channelized, while other sections, (primarily along the outside of the river bends) are armored with concrete walls, sheet pile walls and riprap. Several stormwater discharges are located along this reach of the River.





(Left) Plunge pool below the Warner Dam. (Center) The River channel above the South Main Street Bridge. (Right) The River channel along the Chadakoin River Trail at Brooklyn Square, where it once passed under the former Art Metal furniture manufacturing complex.

DAMS

Historically, dams were constructed on the Chadakoin River for industries, notably grist mills and sawmills, to harness the power of the water to run their plants. Most of these dams have since been removed, although a few dams are located within the City of Jamestown Waterfront Revitalization Area.

Warner Dam – The first Warner Dam was built to replace an older structure at this location in 1915. The river channel between McCrea Point and Chandler Street was also realigned as a part of this project. Historic engineering drawings archived at the offices of Greenman-Pederson, Inc. in Jamestown depict the design elements of the Dam and the alignment and profile of the new channel. The drawings indicated that sediments excavated from the new channel were deposited in spoil areas along the River and in the floodplain, which was developed with channels and races from the early mills. The map also depicted the channelization of the River under the former Art Metal facility and armor on the outside of the river bend at Institute Street. Interestingly, the drawings indicated that the dam increased the upstream elevation of the River by approximately two feet. This change would have had significant impacts on the wetlands located along the Chautauqua Lake Outlet and the navigability of the channel above the dam.

A new dam at this location was constructed in 1978 as a NYSDEC Flood Control Project. The Jamestown Board of Public Utilities (BPU) owns and maintains this new Warner Dam. The stated purpose of the Dam is to maintain the level of Chautauqua Lake at 1308.25 feet above sea level from May 1st through October 15th for recreational purposes; however, the Dam is ineffective at mitigating flooding around the Lake during periods of high rainfall and runoff due to the restricted River channel below McCrea Point. When wet weather is anticipated, the Dam gates are opened to drop the Lake level 1 to 2 inches per day to increase stormwater storage. When the Dam gates are opened, the water level in the outlet channel drops and the water velocity increases significantly. Small craft such as kayaks are

maneuverable enough to escape most hazards, but larger craft, such as motor boats or a water taxi could be endangered if present near the Dam when first opened.

One of the outcomes of the Stakeholder interviews and public participation process was that significant concern exists over the floating trash and debris which collects above the Warner Dam. The amount of trash can be significant, as 187 square miles of watershed exists above the Dam. This trash is flushed downstream as a result of normal operation of the Dam when the gates are opened to facilitate a drop in Lake levels.



(Left) Immediately upstream of the Warner Dam. (Center) Floating trash accumulation at the center gate. (Right) Floating trash accumulation off of Allen Street.

Former United Lumber Low Head Dam (Winsor Street) – This low head dam is located upstream of the Winsor Street Bridge and is a remnant of a former water powered manufacturing facility that has been demolished. The Dam's gate forms a plunge pool that is a popular fishing spot and is easily accessible by an informal trail that runs between Winsor and Harrison Streets. The Dam is located on a tight bend on the Chadakoin River, between the Harrison and Winsor Street Bridges and poses a hazard to the navigation of the River by small watercraft.



(Left) Plunge pool below the Former United Lumber Dam . (Center) Aerial view of the Dam. (Right) Spillway of the former United Lumber Dam.

Utility Crossing Low Head Dam (Buffalo Street) – This low head dam is located upstream of the Buffalo Street Bridge and is the result of a wastewater utility line crossing that is owned and maintained by the BPU. The Dam forms a plunge pool that is a popular fishing spot, accessible by informal trails that lead from Buffalo and Allen Streets. The Dam poses a hazard to the navigation of the River by small watercraft.





(Left) Plunge pool below the Utility Crossing Dam . (Center) View of the Dam from Buffalo Street. (Right) North riverbank at the plunge pool.

BRIDGES AND BRIDGE ABUTMENTS

Because the City of Jamestown developed on both sides of the Chadakoin River, a number of bridges have been constructed to connect the two sides of the City (for additional details see Supporting Document 4).

Fairmount Avenue Bridge –The Fairmount Avenue Bridge connects McCrea Point (on the River's right bank) to West 8th Street (on the River's left bank). The bridge's low clearance marks the southern limit at which power boats are practical on the Chadakoin River.

West 6th Street (NYS Route 394) and WNY&PA Railroad Bridge – NYS Route 394 is an important east – west transportation corridor in the City that provides linkages to commercial developments in the Village of Lakewood. This Bridge also carries NYS Bicycle Route 17 over the Chadakoin River. This Bridge is essentially a "flyover" with little to offer in terms of formal access with the waterfront, with exception of a good view of the River from the walkway that runs along the eastbound lane. Within the footprint of the West 6th Street Bridge is the WNY&P Railroad Bridge. This structure is a two-span plate girder bridge that formerly carried two sets of tracks, but now carries only one active track. Together, these two structures create an informal sheltered area along the waterfront that is a popular fishing spot.





(Left) Fairmount Avenue Bridge. (Center) WNY&PA Railroad Bridge pier and fishing spot. (Right) Under the West 6th Street Bridge.

West 3rd Street Bridge – An important east - west transportation corridor that links the eastern and western portions of the City together. It spans the Chadakoin River,

the WYN&P Railroad and Sprague Street. This structure is a "flyover" without formal access to the waterfront, with exception of a good view of the River from the walkway that runs along the eastbound lane.

Sprague Street Bridge – The former two span Sprague Street Bridge was demolished and the replacement (a single span bridge) was completed in 2012.





(Left) Aerial view of the West 3rd Street Bridge. (Center) Footprint of the West 3rd Street Bridge. (Right) Construction of the abutments for new Sprague Street Bridge.

Sprague Street Railroad Bridge and BPU Pipe Bridges – There are several structures that span the Chadakoin River in the vicinity of Sprague Street. The Sprague Street Railroad Bridge is an abandoned and unused through truss bridge with a pronounced skew. There has been discussion regarding demolishing the structure or repurposing the structure as a pedestrian bridge; however, it is of interest to the New York State Historic Preservation Office and would be very costly to move and rehabilitate. Its very existence is problematic to the BPU as a security concern and to the City as a public safety concern. There are also two pipe bridges that carry utilities from the BPU Electrical Generation facility to the north side of the River in this area. The first carries a six-inch high pressure natural gas line, which supplies the BPU's 43-megawatt, natural gas-fired cogeneration facility that was constructed in 2012. The second pipe bridge carries superheated hot water feed and return lines across the River to serve the BPU's district heat network. This bridge also carries unused cement-asbestos (Transite) conduits that formerly housed electrical primaries. These unused conduits are also hung along the concrete wall that armors the north side of the River in this location.





(Left) Sprague Street Railroad Bridge. (Center) Pipe Bridge carrying natural gas line. (Right) Pipe bridge carrying district heat and unused electrical conduits.

Panzarella Park Bridge - The City of Jamestown owns and maintains Panzarella Park, a small island park that is located in the Chadakoin River just to the north of the BPU Electrical Generating Station. Panzarella Park is connected to the south shore of the Chadakoin River and the Riverwalk Trail by a single span wood deck pedestrian bridge.

Washington Street Bridge – The recently replaced Bridge carries NYS Route 60 over the Chadakoin River, WNY&PA Railroad and Steele Street. NYS Route 60 is the busiest transportation corridor in Chautauqua County and it provides important linkages to I-86, I-90, and Pennsylvania, as well as an important connection between the northern and southern portions of the City. This structure is essentially a flyover; however, there is a right turn slip ramp that provides a connection with Steel Street, and a well executed pedestrian walkway that links Steel Street with the Riverwalk Trail. The Bridge also provides an excellent view of the River for pedestrians traveling on the walkway that runs along the southbound lane.

South Main Street Bridge - This attractive bridge provides significant aesthetic value to the historic Brooklyn Square area and the Riverwalk Trail. The bridge provides a pedestrian connection between the Riverwalk Trail and Keelboat Landing Park, as well as between the River and the City's downtown business district.





(Left) A view of the pedestrian bridge that links Panzarella Park to the Chadakoin Riverwalk Trail. (Center) Footprint of the Washington Street Bridge. (Right) South Main Street Bridge.

Harrison Street Bridge near Institute Street – The Harrison Street Bridge connects Brooklyn Square with Institute Street. There are two insulated pipes hung from the north side of the Bridge that are a part of the BPU District Heating system. Public access to the waterfront is very good at this location: the Riverwalk Trail begins near the Bridge on the north side of Harrison Street and continues northward along the west side of the Chadakoin River. This Bridge would provide for a natural extension of Riverwalk to the east.

Institute Street Bridge – The Institute Street Bridge is a single-span structure that is located at the apex of a near 180 degree bend in the Chadakoin River.

Foote Avenue Bridge – The Foote Avenue Bridge is a single span structure that carries Foote Avenue over the Chadakoin River. A wastewater pumpstation is located just south of the Bridge and water, wastewater and district heat utility lines are hung on the side of the Bridge.



(Left) BPU District Heat piping hung on the north side of the Harrison Street Bridge near Institute Street. (Center) Institute Street Bridge. (Right) Utility lines hung on the side of the Foote Avenue Bridge.

Harrison Street Bridge near Winsor Street – The Harrison Street Bridge near Winsor Street is a single span structure. Informal access to the waterfront for fishing is gained by a footpath that runs between Harrison and Winsor Streets and the dam/plunge pool located downstream of this location.

Winsor Street Bridge - The Winsor Street Bridge is a single span structure. Informal access to the waterfront for fishing is gained by a footpath that runs between Winsor and Harrison Streets and the dam/plunge pool located upstream of this location.

Chandler Street Bridge and Webber Knapp Pedestrian Bridge - The Chandler Street Bridge spans the Chadakoin River via a two-span structure. Water and wastewater utility lines are hung on the sides of the Bridge. The Webber Knap facility has an enclosed pedestrian bridge between its facility buildings that spans the River in this location. Public access to the waterfront is generally limited in this location by chain link fences that surround the Webber Knapp facility buildings and parking areas; however, access to the south side of waterfront is provided for Webber Knapp employees by a shaded picnic area located along a parking lot.



(Left) Harrison Street Bridge near Winsor Street. (Center) Winsor Street Bridge. (Right) Utility line hung in the north side of the Chandler Street Bridge.

Dawson Metals Bridge - There is a privately owned bridge off of Allen Street that provides access to the Dawson Metals manufacturing facility. This bridge provides vehicular access to one of Jamestown's larger employers; however, fire and emergency services providers are restricted from crossing the structure due to load bearing capacity.

WNY&PA Railroad Bridge Near Buffalo Street – The WNY&PA Railroad Bridge near Buffalo Street is a single span structure. The bridge formerly carried two separate sets of tracks; however, today only one track is used. A popular fishing spot is located south of the Bridge where the Chadakoin River passes over a low-head dam.





(Left) Enclosed pedestrian bridge at the Webber Knap facility. (Center) The privately owned bridge from Allen Street to the Dawson Metals facility. (Right) WNY&PA Railroad Bridge near Buffalo Street.

Buffalo Street Bridge and Dahlstrom Complex – The Buffalo Street Bridge is a single span structure. Utility lines are hung from the Buffalo Street Bridge. The Dahlstrom complex has a privately owned single span steel bridge that spans the River.





(Left) Buffalo Street Bridge – Dahlstrom building in background has recently been demolished. (Center) Channelization of the River as it passes under the remaining support structure of the recently demolished Dahlstrom complex. (Right) Privately owned bridge at the Dahlstrom complex.

Hopkins Avenue Bridge – The Hopkins Avenue Bridge is a two-span structure. There is a wastewater pumpstation located along the west side of Hopkins Avenue, north of the Bridge. Water and sewer forcemain lines are hung from the Bridge.

Tiffany Avenue Bridge – The Tiffany Avenue Bridge is a single span structure. Access to the waterfront could be facilitated in this location by clearing the brush around an existing set of concrete steps located at the northeast abutment of the Bridge.



(Left) Utilities hung on the Hopkins Avenue Bridge. (Center) Aerial view of the Tiffany Avenue Bridge. (Right) Concrete Steps to the River at the north-east abutment of the Tiffany Avenue Bridge.

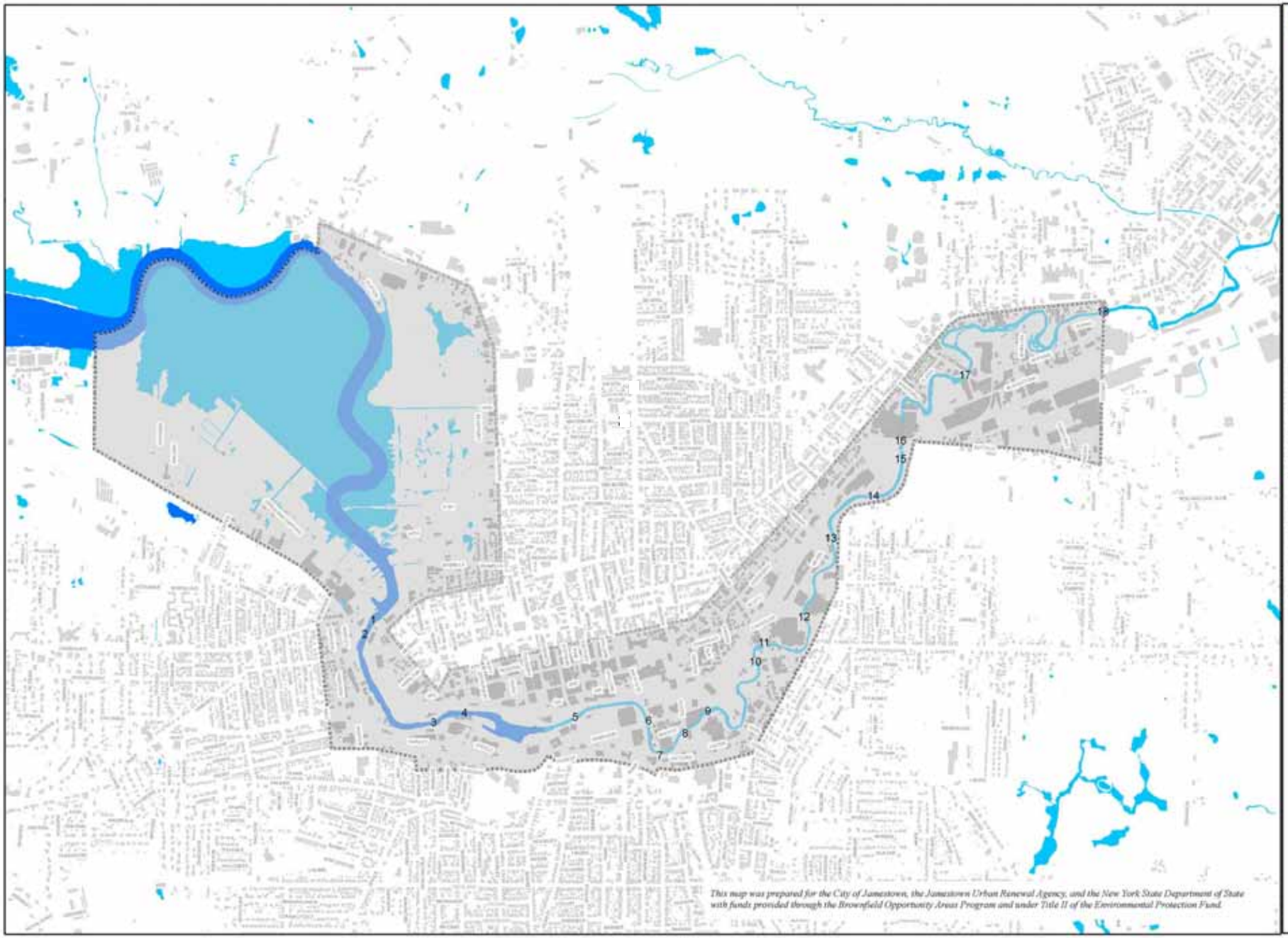
UNDERWATER CABLES AND PIPELINES

A number of underwater utility crossings are located within the LWRP Study Area. These include:

- Electric
- Fiber Optic Cables
- Sanitary Force Mains
- Gravity Sanitary Sewers
- Water Lines
- District Heat

Figure 13 shows the approximate locations of these underwater utility crossings.

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CITY OF JAMESTOWN

CHADAKOIN RIVER REVITALIZATION STUDY

PIPELINES AND CABLE RIVER CROSSINGS

Legend

EL = ELECTRIC
FOC = FIBER OPTIC CABLE
FM = SANITARY FORCE MAIN
G.SAN = GRAVITY SANITARY SEWER
WL = WATERLINE
DH = DISTRICT HEAT

1 FAIRMOUNT AVE.
EL, 12" G.SAN, 16" WL
2 BETWEEN FAIRMOUNT & 6th STREET
16" FM
3 SPRAGUE STREET
EL, FOC, 18" G.SAN, 12" WL
4 EAST OF SPRAGUE STREET
8" DH
5 SOUTH MAIN STREET
EL, 15" G.SAN, 16" WL
6 HARRISON ST. @ INSTITUTE ST.
EL, 12" DH, 36" G.SAN, 16" WATERLINE
7 INSTITUTE STREET
8" WL
8 FOOTE AVENUE
EL, FOC, 5" DH, 18" & 8" G.SAN, 8" WL
9 EAST OF FOOTE AVENUE
EL
10 HARRISON ST NEAR WINSOR ST
EL, FOC, 5" DH, 16" WL
11 WINSOR STREET
16" WL
12 CHANDLER STREET
EL, FOC, 24" G.SAN, 8" WL
13 RIVER STREET
33" G.SAN
14 ALLEN ST @ DAWSON METAL
42" G.SAN
15 ALLEN ST SOUTH OF RAILROAD
42" G.SAN
16 BUFFALO STREET
EL, FOC, 8" G.SAN, 3-16" WL
17 HOPKINS AVENUE
12" FM
18 TIFFANY AVENUE
FOC

0 1,500 Feet
1:18,000

Sources:
1. Original BOA Shapefiles provided by the City of Jamestown - Edited by LaBella to reflect steering committee revisions.
2. City of Jamestown Local Waterfront Revitalization Program Work Plan Maps - Edited by LaBella to reflect steering committee revisions
3. Original BOA Shapefiles provided by the City of Jamestown - Edited by LaBella to reflect steering committee revisions
4. Gravity Main and Force Main sewer layers provided by the BPU

Figure 13. Pipelines and Cable River Crossings Map