Fishing comprises the other primary recreational opportunity within the western section of the River. Fishing occurs primarily at McCrea Point and Panzarella Parks, the Riverwalk, and a number of informal access points. Only a small portion of the Riverwalk currently extends into the western section of the River. As the Riverwalk is expanded farther into the western section of the River, additional pedestrian and biking opportunities will be available, and additional formal fishing access points will be created.

The eastern portion of the River is too shallow for boating, and navigating with canoes and kayaks is challenged by the low bridges along the River's reach. Waterfront recreation in this section primarily consists of walking, biking, and fishing. The Riverwalk offers formal paths and fishing access, and any extension of the Riverwalk will increase opportunities for recreation. Conversion of vacant sites to greenspace would provide additional recreational opportunities and shoreline restoration could be integrated into such projects.

4.3 PROPOSED PROJECTS

A host of projects have been discussed in the City of Jamestown Waterfront Revitalization Area to improve opportunities for economic development, public access, and recreation. A key focus of the City's waterfront revitalization strategy is to take advantage of the recreational tourism potential of the waterfront. To this end, projects proposed for the area should be oriented around improving and increasing the public's ability to access and utilize local surface waters and providing additional recreational amenities along the waterfront. These projects will result in the gradual transition of properties with inconsistent uses to those with uses consistent with the waterfront concepts presented in this document, and, in the long-term, ultimately result in the transformation of the Study Area into a vibrant waterfront. These projects are based on the community's vision for revitalization of the Study Area, existing plans, and the various analyses presented within this document that are contained in the Supporting Documents portion of this report, including:

1. Economic and Market Analysis
2. Ecological Conditions and Living Infrastructure Framework
3. Urban Design Analysis

Figures 22, 23, and 24 identify the locations of proposed projects within the Study Area while the Implementation Matrix (Table 22) provides leader, partner, funding, priority, and time frame information about each of the proposed projects.

OVERALL GOALS AND OBJECTIVES

The ultimate key to the City's future is the improvement of the tax base, which has eroded over the past few decades due to job loss and decreasing population. The intent, therefore, of the proposed projects is to create quality, connected, safe, convenient and healthy places to live and work, that make the region attractive for residential, commercial, and industrial development. While not every project listed below has a direct impact on economic development, all proposed projects have, at a minimum, an indirect impact on the City's economy. For example, the extension of the Riverwalk does not directly create additional employment or tax revenue, but it does increase the quality of the community, which attracts people to the area. This increase in the quality of recreational opportunities would attract new residents to the City, and result in population growth and an increase in the tax base.

The proposed projects have been classified into the following broad categories:

- Economic Development (Figure 22)
- Quality of Life Improvements (Figure 23)
- Natural/Environmental Enhancements and Improvements (Figure 24)
- Additional Strategies

These categories are generalized and many of the proposed projects contain elements of more than one category.

Table 22. City of Jamestown LWRP: Proposed Projects Implementation Matrix

City of Jamestown - Local Waterfront Revitalization Program: Proposed Projects Implementation Matrix													
			Implementation Leader(s)*	Other Partners*	Potential Funding Source(s)*	Estimated Project Cost	Implementation Priority			Implementation Timing			
							High	Med	Low	Near	Mid	Long	Ongoing
Economic Development:													
Enhance Existing and Foster New Development Opportunities													
EDO 1	Enhance Existing Waterfront Businesses		City	Business/Land Owners			X			X			
EDO 1a	Examples:	Jamestown Cycle Shop (such as bike and boat rentals)	City	Jamestown Cycle Shop	Owners	$5,000	X			X			
EDO 1b		Friendly's (such as outdoor seating and/or an ice cream window)	City	Kessler Family LLC	Owners	$10,000	X			X			
EDO 1c		Oriental Star Buffet (such as outdoor seating)	City	Lin Zhao Hui	Owners	$5,000	X			X			
EDO 2	Address Vacant and Underutilized Waterfront Properties		City	Business/Land Owners				X		X			
EDO 2a	Example:	0 Allen Street - Vacant parking to greenspace/waterfront access	City, DPW		EPF, RTCAP, LWRP, EPABG	$50,000		X		X			
EDO 3	Assisting the Repositioning of Existing Properties		City	Business/Land Owners			X					X	
EDO 3a	Buffering of inconsistent uses from view of the waterfront where appropriate		City, DPW	Business/Land Owners	Owners, City	$25,000		X		X			
EDO 4	Advance the Downtown Riverfront Opportunity Zone Concept		City	JRC			X						X
EDO 5	Focus Appropriate Development/Redevelopment of Key Sites within the Downtown Riverfront Opportunity Zone		City	Developers	Private, RSTRNY, NYMS	TBD	X						X
EDO 6	Establish a Riverfront Tourism Attraction		City	CCVB			X				X		
EDO 6a	Example:	National Comedy Center (NCC) – Phased Development	Lucy-Desi Center	City, Gebbie, STERA/WNYPR, JRC	Gebbie, EPF, Private	$2 million	X			X	X		
EDO 7	Create an Excursion Train Connection to Buffalo/Niagara Falls		City	WNY Railway Historical Society, Inc.	TIGER	$10 million		X				X	
EDO 8	Foster Specialty Retail in the Downtown Core by:												
EDO 8a	Identify Appropriate Locations for Specialty Retail		City	Developers, Land Owners	City	$0		X		X			
EDO 8b	Create City-Led Recruitment Program to Entice Specialty Retailers to Locate in the City		City	Developers, Land Owners, Gebbie, JRC	City, Gebbie, JRC, RSTRNY, NYMS	$25,000			X		X		
EDO 9	Create Additional Professional Office Space by:												
EDO 9a	Identify Appropriate Locations for Professional Office Space		City	Developers, Land Owners	City	$0		X		X			
EDO 9b	Create City-Led Recruitment Program to Entice Office Space Users to Locate in the City		City	Developers, Land Owners, Gebbie, JRC	City, Gebbie, JRC, RSTRNY, NYMS	$25,000			X		X		
EDO 10	Advance the Medical Area Opportunity Zone Concept through the Creation of a Comprehensive Medical Corridor Plan		City	JAMA, WCA, WNYUA, TRC	LWRP, WCA, CDBGTA, City, County	$50,000		X			X		
EDO 11	Focus Appropriate Development/Redevelopment of Key Sites within the Medical Area Opportunity Zone		City	JAMA, WCA, WNYUA, TRC, Developers				X				X	
EDO 11a	Key Sites:	Vacant Parcels on Foote (such as Riverwalk extension, park, ped. bridge)	City	DPW, Land Owners	EPF, TEP, RSTRNY, BOA	$750,000		X		X			
EDO 11b		Briggs Street (such as medical-related development)	City	Business/Land Owners, Developers	Private, RSTRNY	TBD			X			X	
EDO 11c		Harrison/Briggs Block (such as medical-related development)	City	Business/Land Owners, Developers	Private, RSTRNY, BOA	TBD			X		X		
EDO 11d		NW Corner of Harrison & Foote (such as medical-related development)	City	Business/Land Owners, Developers	Private, RSTRNY	TBD			X		X		
EDO 12	Create New Medical Office and Social Service Space by:												
EDO 12a	Identify Appropriate Locations for Medical Office and Social Service Space		City	Developers, Land Owners	City	$0		X		X			
EDO 12b	Create City-Led Recruitment Program to Entice Medical Office and Social Service Space Users to Locate in the City		City	JAMA, WCA, WNYUA, TRC, JRC, Developers, Land Owners	City, RSTRNY, JAMA, WCA, WNYUA, TRC, JRC	$25,000			X		X		
EDO 13	Foster Additional Eating and Drinking Establishments by:												
EDO 13a	Identify Appropriate Locations for Eating and Drinking Establishments		City	Developers, Land Owners	City	$0	X			X			
EDO 13b	Create City-Led Recruitment Program to Entice Eating & Drinking Businesses to Locate in the City		City	Developers, Land Owners, Gebbie, JRC	City, Gebbie, JRC, RSTRNY, NYMS	$25,000		X			X		

Table 22 Continued on Next 5 Pages *** Key for Implementation Leaders, Other Partners, and Potential Funding Source(s) on Page 196**

City of Jamestown - Local Waterfront Revitalization Program: Proposed Projects Implementation Matrix

			Implementation Leader(s)*	Other Partners*	Potential Funding Source(s)*	Estimated Project Cost	Implementation Priority			Implementation Timing			
							High	Med	Low	Near	Mid	Long	Ongoing
Industrial, Former Industrial, and Other Brownfield Sites													
EDI 1	Create an Inventory of Shovel-Ready Sites by Creating a City-Led Program to:												
EDI 1a	Assess the Environmental Conditions of Strategic Sites		City	CCIDA, DEC, USEPA	EPABG, BOA	TBD	X			X			
EDI 1b	Update Environmental Conditions Inventory as Necessary		City	CCIDA, DEC, USEPA	EPABG	TBD	X						X
EDI 1c	Create Shovel Ready Sites where Appropriate		City	CCIDA, DEC, USEPA	EPABG	TBD		X			X		
EDI 1d	Entice Developers/Businesses to Locate and Build at these Locations within the City		City, CCIDA	Developers/Businesses	City, CCIDA	$25,000		X			X		
EDI 2	Convert Brownfield Sites to Low-Maintenance Open Space as Interim Uses		City	DPW, Land Owners				X					X
EDI 2a	Examples:	Areas north and west of the Weitsman Scrap Yard	City	DPW, George White, Irving E. Fisher	Owners, DEC, EPABG	$50,000		X		X			
EDI 2b		Trolley Building	City	DPW, Eagles Nest Partners LLC	Owners, DEC, EPABG	$50,000	X			X			
EDI 2c		Portions of the Lennox Property	City	DPW, Ownership in Dispute	Owners, DEC, EPABG	$50,000			X		X		
EDI 2d		Vacant Parking on River Street	City	JURA	Owners, DEC, EPABG	$25,000			X	X			
EDI 3	Improve Utilization of Underutilized and Brownfield Sites		City	Business/Land Owners, CCIDA, STERA/WNYPR	Owners, RSTRNY	TBD		X			X		
EDI 4	Focus on Development/Redevelopment of the following Key Brownfield Sites:												
EDI 4a	Automatic Voting Machine Corp		City, DPW	Business/Land Owners, DOT/CCDOT, STERA/WNYPR	Owners	$5 million		X			X		
EDI 4b	Advance the Cleanup and Redevelopment of Brownfield Sites on Washington Street		City, County	DEC, Developers	DEC	$2 million	X					X	
EDI 4c	Redevelopment of East 1st Street – Arts and Heritage Corridor		City	Business/Land Owners, Developers	Private	$2 million			X		X		
EDI 4d	CCIDA/United Lumber Sites		CCIDA	Developers	Private, BOA	TBD	X			X			
EDI 4e	Develop River Street Industrial Park		City, CCIDA	Business/Land Owners, Developers	City, CCIDA, DEC, USEPA, BOA	TBD			X		X		
EDI 4f	Redevelopment of the Dahlstrom Complex		City, CCIDA	Business/Land Owners, Developers	Private, BOA	TBD	X			X			
Housing													
EDH 1	Foster the Development of New/Adaptive Re-Use Housing Units by:												
EDH 1a	Identify Appropriate Locations for New/Adaptive Re-Use Housing Units		City	Developers, Land Owners	City, CDBG	$0		X		X			
EDH 1b	Create City-Led Recruitment Program to Entice Development of New/Adaptive Re-Use Housing Units in the City		City	Developers, Land Owners, Gebbie, JRC	City, Gebbie, JRC, CDBG, RSTRNY	$25,000			X		X		
Quality of Life Improvements:													
Improve Connectivity													
QLC 1	Continue to Develop a Continuous Riverwalk including:		City, DPW	Nearby Communities, STERA/WNYPR, CCHN, CRT, DOT/CCDOT, Land Owners									X
QLC 1a	Construct Phase 5 of the Riverwalk Trail System: *Chadakoin Park Bike Trail* (already funded)		City, DPW	STERA/WNYPR, CRT	EPF, City	$350,000	X			X			
QLC 1b	Construct Phase 6 of the Riverwalk Trail System (already funded)		City, DPW	STERA/WNYPR, CCHN, DOT/CCDOT, Land Owners	EPF, City, CDBG, BPU	$1.4 million	X			X			
QLC 1c	Construct Lucy Trail (already funded)		County	City, DPW, V. of Celoron	TEP, County	$1.2 million	X			X			
QLC 1d	Phase 1 of NCC project (staircase, at-grade rail crossing, Festival Lawn park, trail connections)		City	Lucy-Desi Center, Gebbie, STERA/WNYPR, JRC	EPF, City, Gebbie, TEP, CDBG	$1.4 million	X			X			
QLC 1e	Extend Riverwalk easterly from Keelboat Landing		City, DPW	STERA/WNYPR	EPF, City, TEP, CDBG	$500,000			X			X	
QLC 1f	Extend Riverwalk southeasterly from Harrison Street to the Gateway Center		City, DPW	Land Owners	EPF, City, TEP, CDBG	$750,000		X			X		
QLC 1g	Extend Riverwalk northeasterly from Harrison Street to the Jamestown High School		City, DPW		EPF, City, TEP, CDBG, SRTS	$250,000		X			X		

Table 22 Continued on Next 4 Pages *** Key for Implementation Leaders, Other Partners, and Potential Funding Source(s) on Page 196**

City of Jamestown - Local Waterfront Revitalization Program: Proposed Projects Implementation Matrix

			Implementation Leader(s)	Other Partners	Potential Funding Source(s)	Estimated Project Cost	Implementation Priority			Implementation Timing			
							High	Med	Low	Near	Mid	Long	Ongoing
QLC 2	Develop the East End Nature Trail and Park including:												
QLC 2a	Create Trail from Dahlstrom to Hope's Window Properties		City, DPW	Buffalo St Partners LLC, Jamestown Metal Products, Blackstone Business	EPF, TEP, CDBG, City, Private	$1 million		X		X			
QLC 2b	Create Pocket Park on City-Owned Land east of Bigelow Ave (consider obtaining the rights to expand onto nearby private properties)		City, DPW	Jamestown Vietnam Veterans Assoc., H&H Metal Specialty Inc.	EPF, TEP, City, COTA	$300,000		X			X		
QLC 2c	Create Trail from Hope's Window Properties to Pocket Park		City, DPW		EPF, TEP, CDBG, City	$250,000		X			X		
QLC 2d	Obtain Permission to Use Hope's Window Existing Trail		City, DPW	Hope's Windows Inc	NA	$0		X		X			
QLC 2e	Create Connections from Hope's Window Existing Trail to Dahlstrom and Park Trails		City, DPW	Hope's Windows Inc	EPF, TEP, CDBG, City	$200,000		X				X	
QLC 3	Improve North-South Connections through Construction/Rehabilitation of:												
QLC 3a	Pedestrian Bridges:	Across the River from Panzarella Park to the North Shore (part of NCC project)	City, DPW	Lucy-Desi Center, Gebbie	RTCAP, RTP, EPF, City	$1 million	X			X			
QLC 3b		Across the River just west of the Washington Street Bridge (part of NCC project)	City, DPW	Lucy-Desi Center, Gebbie	RTCAP, RTP, EPF, City	$750,000	X			X			
QLC 3c		Across the River from Brooklyn Square to the North Shore	City, DPW	STERA/WNYPR, Land Owners	RTCAP, RTP, EPF, City	$750,000			X			X	
QLC 3d		Across the Railroad from the North Shore to East 1st Street	City, DPW	STERA/WNYPR, Land Owners	RTCAP, RTP, EPF, City	$750,000			X			X	
QLC 3e		Across the River from Brooklyn Square to Institute St (N of Harrison)	City, DPW	Land Owners	RTCAP, RTP, EPF, City	$500,000			X			X	
QLC 3f		Across the River from Vacant Parcels on Foote to Briggs Street	City, DPW	Land Owners	RTCAP, RTP, EPF, City	$500,000	X			X			
QLC 3g		Across the River from King Street to the Fire Training Center	City, DPW	Land Owners	RTCAP, RTP, EPF, City	$500,000			X			X	
QLC 3h		Across the River from Hope's Windows to James Avenue	City, DPW	Land Owners, DOT/CCDOT	RTCAP, RTP, EPF, City	$500,000			X			X	
QLC 3i		Across the River from Bigelow Avenue to Niagara Avenue	City, DPW	Land Owners, DOT/CCDOT	RTCAP, RTP, EPF, City	$600,000			X			X	
QLC 3j	Viaducts:	Under the Railroad at Fairmount Avenue	City, DPW	STERA/WNYPR, Land Owners	RTCAP, RTP, EPF, City	$100,000			X			X	
QLC 3k		Under the Railroad at Institute Street	City, DPW	STERA/WNYPR, Land Owners	SRTS, RTP, EPF, City	$100,000	X			X			
QLC 4	Reutilize Porter Avenue Park		City, DPW	Land Owners	EPF, COA	$500,000			X			X	
QLC 5	Develop a Bicycle Infrastructure Network		City, DPW	DOT/CCDOT	EPF, TEP, CDBG, City		X						X
QLC 6	Intersection Enhancements		City, DPW	DOT/CCDOT	SRTS, TEP, City				X				X
QLC 7	Street Improvements		City, DPW	DOT/CCDOT	SRTS, TEP, City				X				X
Amenities													
QLA 1	Develop New Fishing Access Sites and Improve Existing Sites including:												
QLA 1a	Formalize Fishing Opportunities under the West 6th Street Bridge (funded – Riverwalk Phase VI)		City, DPW	DOT/CCDOT, Land Owners	EPF, City	$10,000	X			X			
QLA 1b	Formalize Fishing Opportunities near the 3rd Street Bridge and Steel Street (funded – Phase VI)		City, DPW	DOT/CCDOT, Land Owners	EPF, City	$10,000	X			X			
QLA 1c	Formalize Fishing Opportunities west of and under the Washington Street Bridge		City, DPW	DOT/CCDOT, Land Owners	EPF, RTCAP, LWRP, City	$10,000		X			X		
QLA 1d	Formalize Fishing Opportunities behind the Gateway Center		City, DPW	Land Owners	EPF, RTCAP, LWRP, City	$10,000		X			X		
QLA 1e	Formalize Fishing Opportunities near the low head dam at Harrison and Winsor		City, DPW	Land Owners	EPF, RTCAP, LWRP, City	$10,000	X			X			
QLA 1f	Formalize Fishing Opportunities near the low head dam at Buffalo and Allen		City, DPW	Land Owners	EPF, RTCAP, LWRP, City	$10,000	X			X			
QLA 1g	Formalize Fishing Opportunities behind Dahlstrom on north side of Blackstone Ave		City, DPW	Land Owners	EPF, RTCAP, LWRP, City	$10,000		X			X		
QLA 1h	Formalize Fishing Opportunities behind Hope's Windows (get public permission)		City, DPW	Land Owners	EPF, RTCAP, LWRP, City	$10,000		X			X		
QLA 1i	Formalize Fishing Opportunities at City-owned vacant parcels east of Bigelow Ave		City, DPW		EPF, RTCAP, LWRP, City	$10,000		X			X		
QLA 1j	Create Fishing Opportunities by clearing brush at existing stairwell to River at Tiffany Ave		City, DPW	DOT/CCDOT, Land Owners	EPF, RTCAP, LWRP, City	$10,000	X			X			
QLA 1k	Improve McCrea Point Docks and access along the River edge for Fishing Opportunities (funded – Riverwalk Phase VI)		City, DPW		EPF, City	$100,000	X			X			

Table 22 Continued on Next 3 Pages *** Key for Implementation Leaders, Other Partners, and Potential Funding Source(s) on Page 196**

City of Jamestown - Local Waterfront Revitalization Program: Proposed Projects Implementation Matrix

		Implementation Leader(s)*	Other Partners*	Potential Funding Source(s)*	Estimated Project Cost	Implementation Priority			Implementation Timing			
						High	Med	Low	Near	Mid	Long	Ongoing
QLA 2	Develop New Boating Access Sites and Improve Existing Sites including:											
QLA 2a	Improve McCrea Point Boat Launch and Docks (funded – Riverwalk Phase VI)	City, DPW		EPF, City	$100,000	X			X			
QLA 2b	Improve Panzarella Park Docks (funded – Riverwalk Phase VI)	City, DPW		EPF, City	$50,000	X			X			
QLA 2c	Formalize Clifton Avenue Boat Launch	City, DPW	Land Owners	EPF, RTCAP, LWRP	$25,000	X			X			
QLA 2d	Formalize Jones Memorial Park Boat Launch	City, DPW		EPF, RTCAP, LWRP	$25,000		X				X	
QLA 2e	Create Boat Launch Near Washington Street Bridge	City, DPW	Land Owners	EPF, RTCAP, LWRP	$25,000		X				X	
QLA 2f	Encourage Downtown Business to Rent Kayaks/Canoes	City, DPW	Business/Land Owners	NA	$0		X			X		
QLA 2g	Create Formalized Portage Around Warner Dam	City, DPW	Land Owners	EPF, RTCAP, LWRP	$25,000			X			X	
QLA 3	Protect Existing, Develop New, and Improve Unsightly Scenic Vistas	City, DPW	Business/Land Owners, CWC, JAS, JCC	LWRP, EPF, RTCAP				X				X
QLA 4	Waterfront Programming	City	DOE, JCC, JAS, RTPI, CLA, CWC, CCECC, CCHN, JRC	JRC, City		X			X			
QLA 5	Educational and/or Interpretive Center(s)	City	DOE, JCC, JAS, RTPI, CLA, CWC, CCECC, CCHN, STERA/WNYPR, Land Owners, Developers	EPF, CDBG, LWRP, COTA	$2 million		X		X			
QLA 5a	Analyze feasibility of public transportation connection between Center and Downtown	City	CARTS	TEP	$50,000			X	X			
Natural/Environmental Enhancements and Improvements:												
Environmental Quality Improvements												
NEQ 1	Development/Riparian Transition Zones:											
NEQ 1a	Finalize Zoning Code Language creating the Dev/Riparian Transition Zones	City		NA	$0		X		X			
NEQ 1b	Adopt Zoning Code Language creating the Dev/Riparian Transition Zones	City		NA	$0		X		X			
NEQ 1c	Enforce New Zoning Code Standards	City	DPW	NA	$0		X					X
NEQ 2	Invasive Species Removal and Management:											
	Chadakoin Outlet District:											
NEQ 2a	Northwest corner of State wetland LW-10	City, DPW	JCC, CWC	USDA, NOAA, USFWS, NFWF	TBD		X		X			
NEQ 2b	Edge of the former municipal landfill where it meets the River	City, DPW	JCC, CWC	USDA, NOAA, USFWS, NFWF	TBD		X		X			
NEQ 2c	Chadakoin Park	City, DPW	JCC, CWC	USDA, NOAA, USFWS, NFWF	TBD		X		X			
NEQ 2d	Along the River's edge on tussocks and stumps	City, DPW	JCC, CWC	USDA, NOAA, USFWS, NFWF	TBD		X				X	
	Downtown District:											
NEQ 2e	Along the railroad and River between 6th Street and Washington Street	City, DPW	JCC, CWC	USDA, NOAA, USFWS, NFWF	TBD			X		X		
NEQ 2f	Along the River from Washington Street to Winsor Street where riparian edge is narrow	City, DPW	JCC, CWC	USDA, NOAA, USFWS, NFWF	TBD			X			X	
	Industrial Heritage Corridor and East End Industrial Corridor:											
NEQ 2g	Along the River especially near Harrison Street (before Winsor Street), Allen Street, Buffalo Street, and Blackstone Avenue	City, DPW	JCC, CWC	USDA, NOAA, USFWS, NFWF	TBD			X			X	
NEQ 2h	Floodplain area to the east of Bigelow Avenue (north and south side of River)	City, DPW	JCC, CWC	USDA, NOAA, USFWS, NFWF	TBD			X		X		
NEQ 3	Wetlands Restoration and Management:											
NEQ 3a	Western portion of Chadakoin Park (where saturated soils cannot support recreation)	City, DPW	JCC, CWC	NOAA, USFWS, NFWF	TBD			X			X	
NEQ 3b	Formalize existing mown trail in northern portion of Chadakoin Park providing controlled access to the wetland complex	City, DPW	JCC, CWC	RTCAP, RTP, NOAA	$500,000		X			X		

Table 22 Continued on Next 2 Pages *** Key for Implementation Leaders, Other Partners, and Potential Funding Source(s) on Page 196**

City of Jamestown - Local Waterfront Revitalization Program: Proposed Projects Implementation Matrix												
		Implementation Leader(s)*	Other Partners*	Potential Funding Source(s)*	Estimated Project Cost	Implementation Priority			Implementation Timing			
						High	Med	Low	Near	Mid	Long	Ongoing
NEQ 4	Upland Restoration/Shoreline Restoration/Living Shorelines:											
NEQ 4a	Within Chadakoin Park, saturated/flooded playing fields restored as natural areas	City, DPW	JCC, CWC	NOAA, USFWS, NFWF	$50,000			X	X			
NEQ 4b	Living shoreline techniques along mown and eroding shorelines on both sides of the River in the vicinity of McCrea Point Park	City, DPW	JCC, CWC	NOAA, USFWS, NFWF	$50,000		X			X		
NEQ 4c	Living seawall habitats anchored to the bulkheads in McCrea Point Park	City, DPW	JCC, CWC	NOAA, USFWS, NFWF	$25,000			X		X		
NEQ 4d	Begin discussions with STERA/WNYPR to consider retrofitting the rails with low plantings between the rails (a green alternative to the traditional stone fill)	City, DPW	STERA/WNYPR	NOAA, USFWS, NFWF	$0			X			X	
NEQ 4e	Begin discussions with STERA/WNYPR to consider naturalizing areas no longer in use	City, DPW	STERA/WNYPR	NOAA, USFWS, NFWF	$0			X			X	
NEQ 4f	Increase vegetative diversity of Panzarella Park	City, DPW	JCC, CWC	NOAA, USFWS, NFWF	$25,000			X				
NEQ 4g	Enhance Panzarella Park boardwalk and include floating wetlands or living seawalls	City, DPW	JCC, CWC	NOAA, USFWS, NFWF	$75,000			X				
	Shoreline and Upland Restoration:											
NEQ 4h	Along the right bank of the River near the Gateway Center	City, DPW	JCC, CWC, Business/Land Owners	NOAA, USFWS, NFWF	TBD		X		X			
NEQ 4i	Along the left bank of the River from Foote Ave to Winsor St	City, DPW	JCC, CWC, Business/Land Owners	NOAA, USFWS, NFWF	TBD			X			X	
NEQ 4j	Along the right bank of the River near D.C. Rollforms (Dow Craft)	City, DPW	JCC, CWC, Business/Land Owners	NOAA, USFWS, NFWF	TBD			X			X	
NEQ 4k	Along the left bank of the River near the Dahlstrom Parking Lot	City, DPW	JCC, CWC, Business/Land Owners	NOAA, USFWS, NFWF	TBD			X		X		
NEQ 4l	Along both sides of the River near the Dahlstrom Building	City, DPW	JCC, CWC, Business/Land Owners	NOAA, USFWS, NFWF	TBD		X			X		
NEQ 4m	Along the right bank of the River near the vacant parking lot at 100 Blackstone Ave	City, DPW	JCC, CWC, Business/Land Owners	NOAA, USFWS, NFWF	TBD			X		X		
NEQ 4n	Along the right bank of the River between Hope's Windows and Bigelow Ave	City, DPW	JCC, CWC, Business/Land Owners	NOAA, USFWS, NFWF	TBD			X		X		
NEQ 5	Stormwater Management:											
NEQ 5a	Treat significant stormwater runoff by retrofitting existing ditches (18th St Canal, 11th St Canal, and Lafayette St ditch)	City, DPW		City, CDBG, GIGP	$50,000		X				X	
NEQ 5b	Implement stormwater best management practices at Weitsman Scrap Yard	City, DPW	Web-Jamestown Corp.	Private	$50,000	X			X			
NEQ 5c	Stormwater management at McCrea Point Park as needed	City, DPW		City, EPF	$10,000			X	X			
NEQ 5d	Stormwater management east of the Jamestown BPU building	City, DPW	Business/Land Owners	City, CDBG, GIGP	$25,000			X	X			
NEQ 5e	Stormwater management & vegetated planters under the Washington Street Bridge	City, DPW		City, CDBG, GIGP	$10,000			X		X		
NEQ 5f	Expand vegetated stormwater planters scheme to other streets that connect to the River/Chadakoin Park	City, DPW	Land Owners	City, CDBG, GIGP	$100,000			X			X	
NEQ 5g	Stormwater management along Victoria Avenue	City, DPW		City, CDBG, GIGP	$50,000			X			X	
NEQ 5h	Work with Gateway Center business/land owners to remove unused sections of the impervious parking lot	City, DPW	Community Development Association	Private	TBD			X	X			
NEQ 5i	Restore some of the brick roadways (for aesthetics, reuse of local materials, & stormwater)	City, DPW		City, CDBG, GIGP	TBD			X			X	
NEQ 5j	Stormwater management practices in parking lots (especially in industrial areas)	City, DPW	Business/Land Owners, Developers	Private			X					X
NEQ 5k	Incorporate special attention to stormwater management into the review of site plans	City		NA	$0	X			X			
NEQ 6	Eastern Spiny Softshell Turtle Habitat Enhancement:											
NEQ 6a	Habitat enhancement along the 18th Street and 11th Street canals	City, DPW	JCC, CWC	NOAA, USFWS, NFWF	$25,000			X	X			
NEQ 6b	Encourage turtle habitat creation at appropriate locations (but not within the *Downtown District*)	City, DPW	JCC, CWC	NOAA, USFWS, NFWF	TBD		X		X			
NEQ 6c	Educate residents about the importance of the local ecology by placing interpretive signage, informational kiosks, or maps at key locations throughout the River corridor	City, DPW	JCC, CWC	NOAA, USFWS, NFWF	$50,000	X			X			

Table 22 Continued on Next Page *** Key for Implementation Leaders, Other Partners, and Potential Funding Source(s) on Page 196**

City of Jamestown - Local Waterfront Revitalization Program: Proposed Projects Implementation Matrix												
		Implementation Leader(s)*	Other Partners*	Potential Funding Source(s)*	Estimated Project Cost	Implementation Priority			Implementation Timing			
						High	Med	Low	Near	Mid	Long	Ongoing
NEQ 7	Eliminate Illegal Dumping at Monroe and Clinton Streets	City	DPW	City	$10,000		X		X			
NEQ 8	Address Debris Accumulation at Warner Dam	City	DEC	DEC	$25,000	X			X			
NEQ 9	Redevelopment of Vacant Parcels on Foote Avenue	City	Land Owner, Developers	Private, BOA	TBD		X		X			
Green Infrastructure Opportunities												
NEG 1	Complete Streets and Green Streets	City, DPW	DOT/CCDOT	TEP, SRTS, EFCSRF	TBD		X					X
Additional Strategies												
AD 1	Continue to Advance the Jamestown Urban Design Plan	City	JRC	CDBG	TBD	X						X
AD 2	Continue Planning and Advocacy	City	DOS, JRC	CDBGTA	TBD	X						X
AD 3	Integrate Greenspace into Redevelopment Projects	City	Developers	Private	TBD	X						X
AD 4	Focus Industrial, Light Industrial and High Tech Businesses in the East End	City, CCIDA	Developers	Private	$0	X						X
AD 5	Create a Self-Sustaining Brownfield Program	City	CCIDA, County	USEPA, TAG	$200,000	X			X			
AD 6	Incorporate the Waterfront into the City's Branding/Marketing Efforts	City	JRC, CCIDA	CDBG, LWRP	$50,000	X			X			

Key:					
BOA	NYS DOS Brownfield Opportunity Area Program	DOE	New York State Department of Education	NYMS	NY Main Street Grant
BPU	Jamestown Board of Public Utilities	DOS	New York State Department of State	RSTRNY	Restore NY Grant
CARTS	Chautauqua Area Regional Transit System	DOT	New York State Department of Transportation	RTCAP	Rivers, Trails, and Conservation Assistance Program
CCDOT	Chautauqua County Division of Transportation	DPW	Jamestown Department of Public Works	RTP	NYSOPRHP Recreational Trails Program
CCECC	Cornell Cooperative Extension of Chautauqua County	EFCSRF	NYS Environmental Facilities Corp. State Revolving Fund	RTPI	Roger Tory Peterson Institute
CCHN	Chautauqua County Health Network	EPABG	USEPA Brownfield Grants	SRTS	Safe Routes to School
CCIDA	Chautauqua County Industrial Development Agency	EPF	NYS Environmental Protection Fund	STERA	Southern Tier Extension Railroad Authority
CCVB	Chautauqua County Visitor's Bureau	GIGP	NYS EFC Green Innovation Grant Program	TAG	NYS DOS Technical Assistance Grant
CDBG	Community Development Block Grant	JAMA	Jamestown Area Medical Associates	TEP	Transportation Enhancement Program
CDBGTA	Community Development Block Grant Technical Assistance	JAS	Jamestown Audubon Society	TIGER	USDOT's Transportation Investment Generating Economic Recovery Program
City	City of Jamestown	JCC	Jamestown Community College	TRC	The Resource Center
CLA	Chautauqua Lake Association	JRC	Jamestown Renaissance Corporation	USDA	US Department of Agriculture
COTA	NYS Council on the Arts Grant Program	JURA	Jamestown Urban Renewal Agency	USEPA	United States Environmental Protection Agency
County	Chautauqua County	LWRP	Local Waterfront Revitalization Program	USFWS	United States Fish and Wildlife Service Grants
CRT	Chautauqua Rails-to-Trails	Nearby Communities	Village of Celoron, Village of Lakewood, Village of Falconer, Town of Ellicott, Town of Ellery, Town of Busti	WCA	Jamestown WCA Hospital
CWC	Chautauqua Watershed Conservancy	NFWF	National Fish and Wildlife Foundation	WNYPR	Western New York and Pennsylvania Railroad
DEC	New York State Department of Environmental Conservation	NOAA	National Oceanic & Atmospheric Administration Habitat Restoration Grants	WNYUA	Western New York Urology Associates, LLC

Table 22 Notes:
1) The cost estimates were based on existing planning and grant documents, engineering estimating techniques, online research, and other sources. Estimated project costs should not be used for design considerations and should be more closely evaluated on a case-by-case basis during the preparation of grant applications, funding requests, and project design.
2) In some cases the costs for revitalization and redevelopment projects cannot be estimated because the details of the actual development are not currently available.
3) Details about the various grant programs can be found in "Table 23. Potential Grant Assistance Programs" in *Section 5.5 Financial Resources Necessary to Implement the LWRP*.

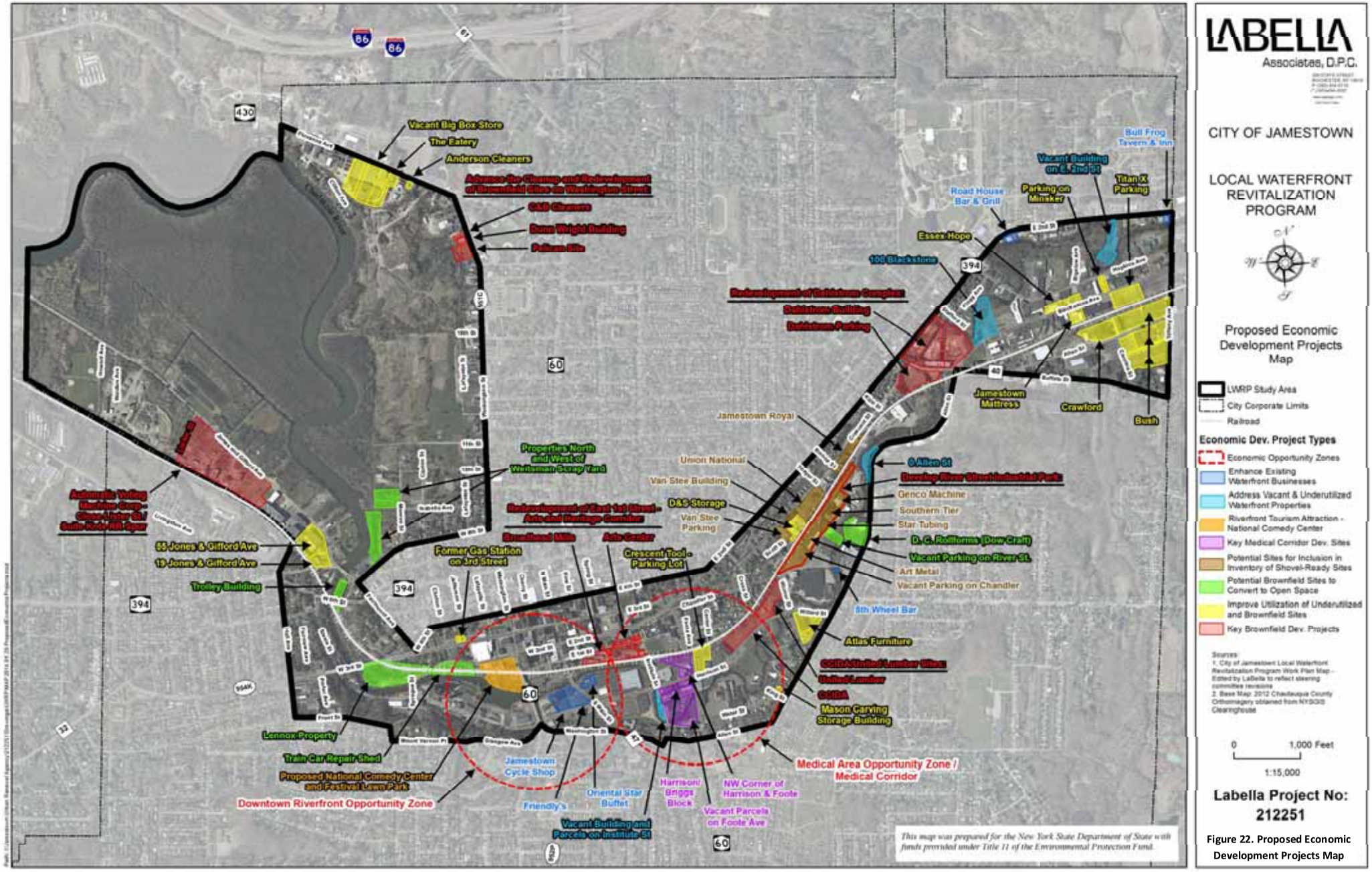


Figure 22. Proposed Economic Development Projects Map



LABELLA Associates, D.P.C.

CITY OF JAMESTOWN

LOCAL WATERFRONT REVITALIZATION PROGRAM

Proposed Quality of Life Improvement Projects Map

- LWRP Study Area
- City Corporate Limits

Quality of Life Improvement Projects

Develop Continuous Riverwalk
- Existing Riverwalk Trail Network
- Funded Riverwalk Trail Extensions
- Recommended Near/Mid-Term Riverwalk Trail Extensions

Improve North-South Connections
- Potential Pedestrian Bridges
- Existing Viaducts to Rehab

Develop New / Improve Existing Parks
- Potential New Park Boundary
- Existing Park Land
- City-owned Properties
- Privately Owned Properties

Amenities
- Potential Formalized Portage
- Potential Waterfront Program Site
- Potential Location for Educational and/or Interpretive Center

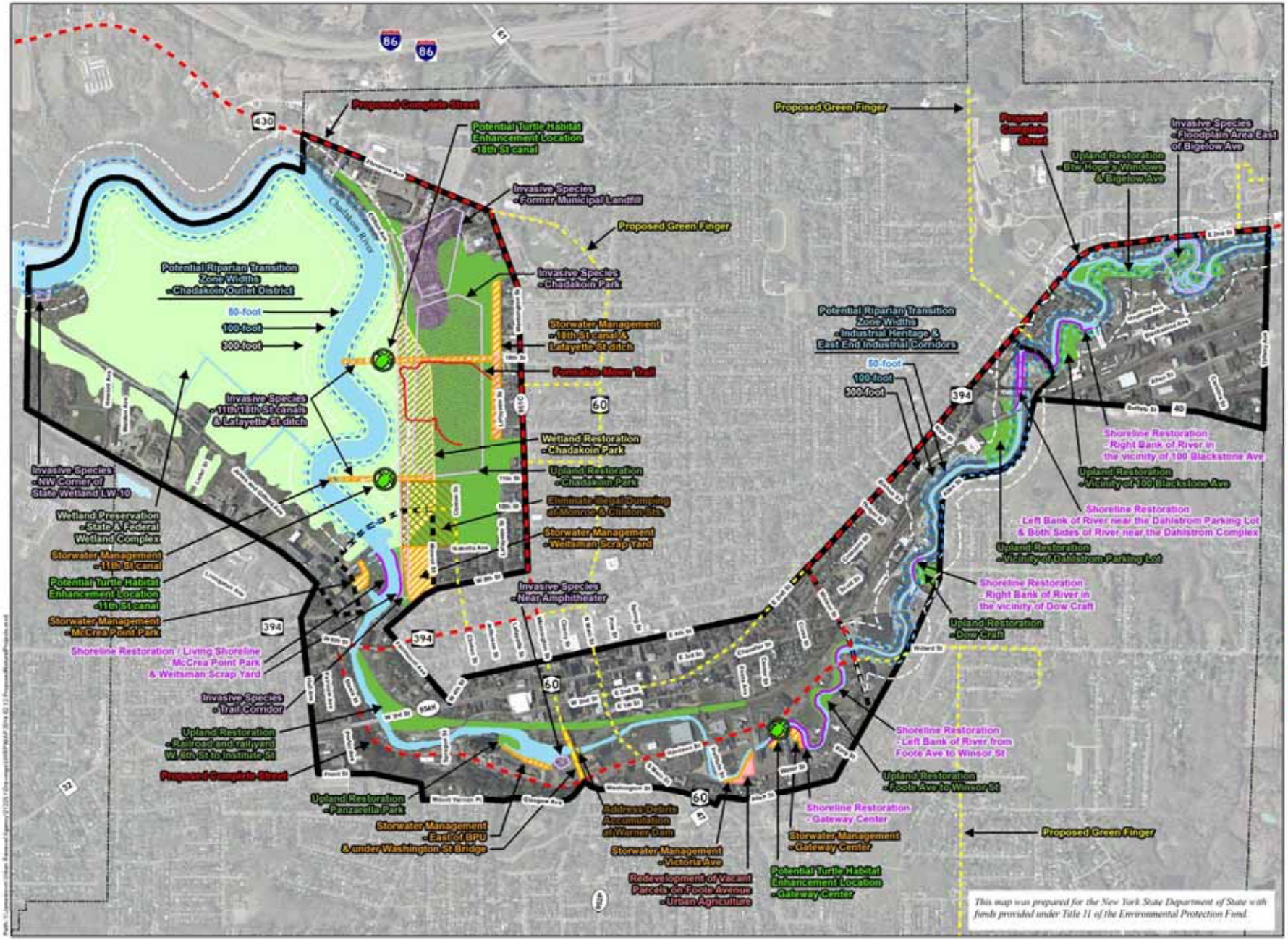
Sources
1. City of Jamestown Local Waterfront Revitalization Program Work Plan Map - Edited by LaBella to reflect steering committee revisions
2. Base Map: 2012 Chautauqua County Orthoimagery obtained from NYSGIS Clearinghouse

0 1,000 Feet

1:15,000

Labella Project No: 212251

Figure 23. Proposed Quality of Life Improvement Projects Map



LABELLA Associates, D.P.C.

CITY OF JAMESTOWN

LOCAL WATERFRONT REVITALIZATION PROGRAM

Proposed Natural/Environmental Enhancement & Improvement Projects Map

- LWRP Study Area
- Sub Area Boundaries
- City Corporate Limits
- Surface Water
- 50-ft Riparian Transition Zone
- 100-ft Riparian Transition Zone
- 300-ft Rip. Transition Zone (white)
- Invasive Species Removal & Management
- Wetland Preservation
- Wetland Restoration & Management
- Formalize Mown Trail
- Upland Restoration
- Shoreline Restoration
- Stormwater Management
- Potential Turtle Habitat Enhancement Locations
- Clean-up Projects
- Urban Agriculture
- Proposed Complete Streets
- Proposed Green Fingers

Sources:
1. City of Jamestown Local Waterfront Revitalization Program Work Plan Map - Edited by LaBella to reflect steering committee revisions
2. Base Map: 2012 Chautauqua County Orthomagery obtained from NYSGIS Clearinghouse

0 1,000 Feet

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Labella Project No: 212251

Figure 24. Proposed Natural/Environmental Enhancement & Improvement Projects Map

ECONOMIC DEVELOPMENT

A variety of economic development opportunities have the potential to improve the City of Jamestown Waterfront Revitalization Area, and these include the proposed projects described below, listed in the Implementation Matrix (Table 22), and depicted in Figure 22.

ENHANCE EXISTING AND FOSTER NEW DEVELOPMENT OPPORTUNITIES

Enhance Existing Waterfront Businesses
A number of properties along the River have been developed with uses that are consistent with a vibrant waterfront. Such examples include the Jamestown Cycle Shop and restaurants including Friendly's and Oriental Star Buffet. However, these and other waterfront-related businesses could increase their exposure to the River. For example, the restaurants could create outdoor seating near the River, Friendly's could create a window to sell ice cream to those using the Riverwalk Trail, and the bicycle shop could rent bicycles, kayaks, and canoes. The City should work with property and business owners interested in expanding their contact with the waterfront and help to foster such development.

Address Vacant and Underutilized Waterfront Properties
A significant number of vacant and otherwise underutilized properties exist within the City of Jamestown Waterfront Revitalization Area, a number of which are located immediately adjacent to the River. These sites include 0 Allen Street (a vacant parking area), the vacant building and parcels on Institute Street, the Dahlstrom parking lot, 100 Blackstone (a vacant parking area), the vacant building on East 2nd Street, as well as many others. To increase the overall aesthetics and appeal of the waterfront, attention must be paid to these properties in the near-term. Although the goal of each project should be long-term development, in many cases the long-term use of each property may not be achieved in the short- and mid-term. Rather than waiting to address each site in an extended time-frame, interim uses should be found and created. For example, the vacant parking area on Allen Street could be repurposed for green space using native vegetation that would buffer views of the nearby industrial landscape, offer habitat to native species, and eliminate the poor aesthetics associated with the site's current condition.

Transition Sites
The banks of the Chadakoin River were historically developed for a variety of uses, and many of these uses are no longer consistent with uses that make for a vibrant waterfront. While a number of such properties are vacant and open for redevelopment, some properties within strategic areas of the City, such as the *Downtown Riverfront Opportunity Zone* and the *Medical Corridor*, still include operating, successful businesses. As the Waterfront Revitalization Area transitions into a vibrant waterfront, existing businesses with inconsistent uses may opt to take advantage of the increased property values to relocate to other, more appropriate areas of the City (such as the **Industrial Heritage Corridor** and **East End Industrial**

Corridor). When these situations arise, the City should work closely with these business owners to assist with the selection of new property within the City that meets the needs of the businesses as well as is consistent with the vision for the redevelopment of the City. Until market conditions improve to the point where businesses with inconsistent uses are encouraged to relocate, buffering techniques should be utilized, wherever appropriate, to separate the inconsistent uses from view of the waterfront.

Advance the Downtown Riverfront Opportunity Zone Concept

The Downtown Riverfront Opportunity Zone encompasses the heart of the downtown Riverwalk, both north and south of the River; portions of downtown (including the Ice Arena, the Lucy-Desi Center, and the Erie Railroad Station which is slated to house the proposed National Comedy Center); and commercial areas along Washington and Main Streets (Figure 25). The evolution of this area will be critical to:

- Reinforcing downtown as a vibrant environment that can continue to attract activity and investment.
- Reinforcing the Riverwalk as a downtown riverfront amenity – following a wave of recent investments (e.g., a new public plaza and Panzarella Park on the south bank of the River, a pocket park along Main Street on the north bank of the River) that have significantly strengthened this area as a community destination.
- Connecting the City's downtown business district with the waterfront.

The type and character of future development within this Opportunity Zone will be important. Zoning code updates, described later in Section 5.2 of this Report, will help to encourage uses with potential to activate the Riverwalk (e.g., restaurants, stores, a small hotel) and reinforce downtown as a walkable environment. The Urban Design Analysis in Supporting Document 3 also discusses this concept in greater detail.

Focus Appropriate Development/Redevelopment of Key Sites within the Downtown Riverfront Opportunity Zone

Development along the riverfront within the Downtown Riverfront Opportunity Zone should incorporate a mix of uses with a particular focus on residential development, entertainment uses, tourism facilities and open space (Figures 26 and 27). Efforts to enhance this portion of the riverfront and improve public access should improve prospects for development of these properties. The City should play an active role in ensuring appropriate development, redevelopment, and/or repurposing of key properties within this area. Figures 28 and 29 depict the vibrancy of the waterfront after appropriate development/redevelopment of key sites within the Downtown Riverfront Opportunity Zone has occurred.

Figure 25. Downtown Riverfront & Medical Area Opportunity Zones

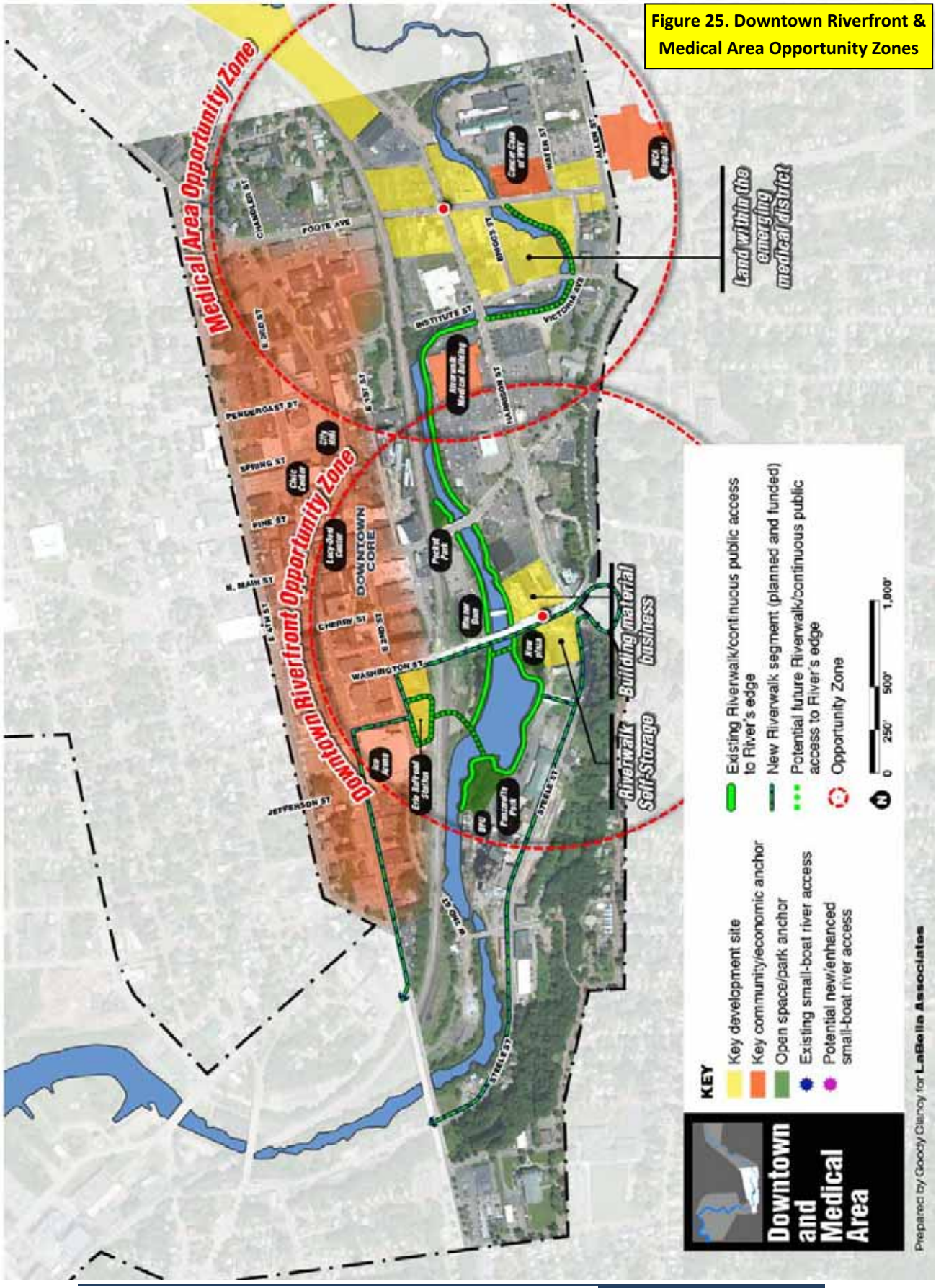


Figure 26. Downtown Riverfront & Medical Area Opportunity Zones <u>Near-Term Development Potential</u>

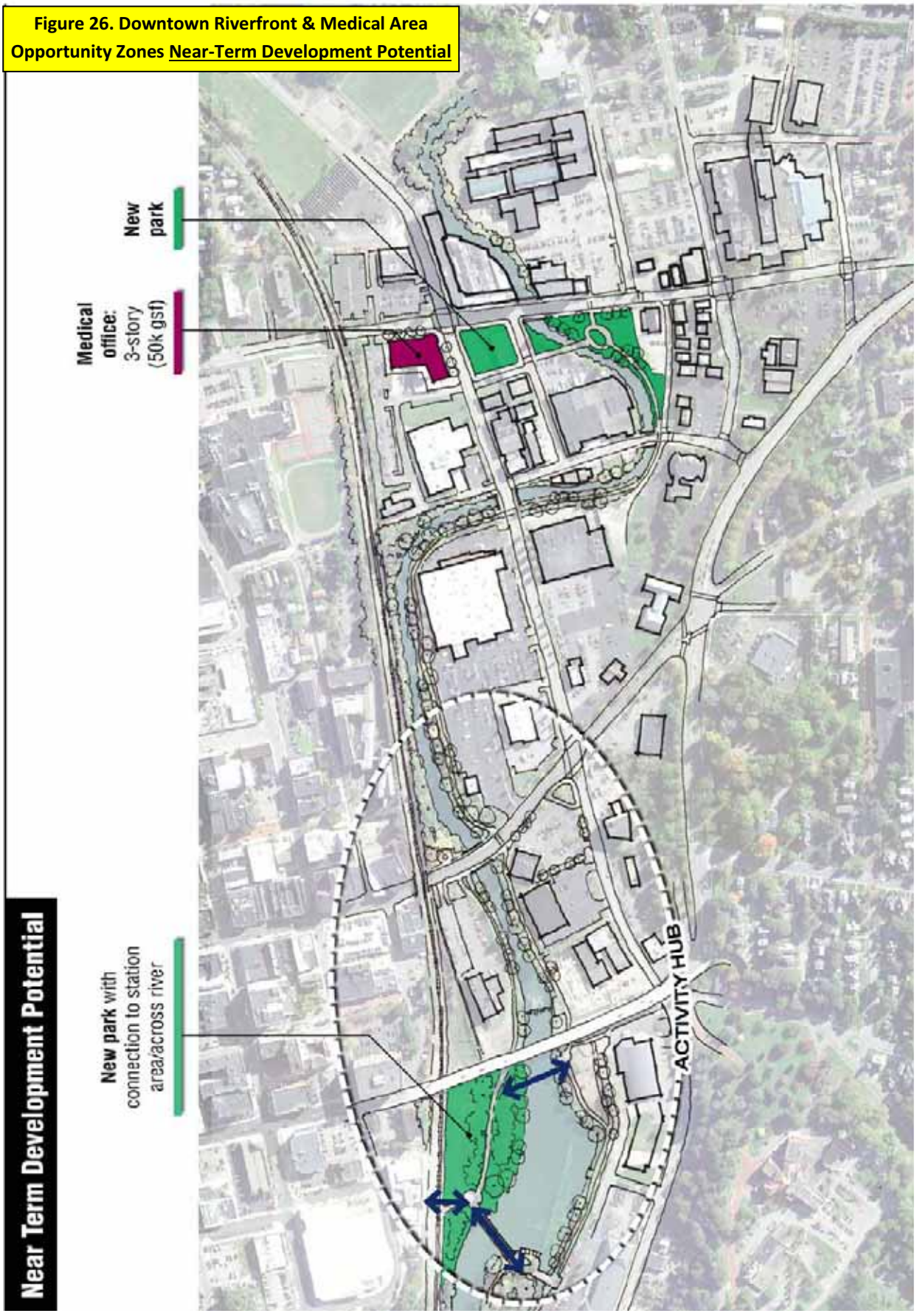


Figure 27. Downtown Riverfront & Medical Area Opportunity Zones Long-Term Development Potential

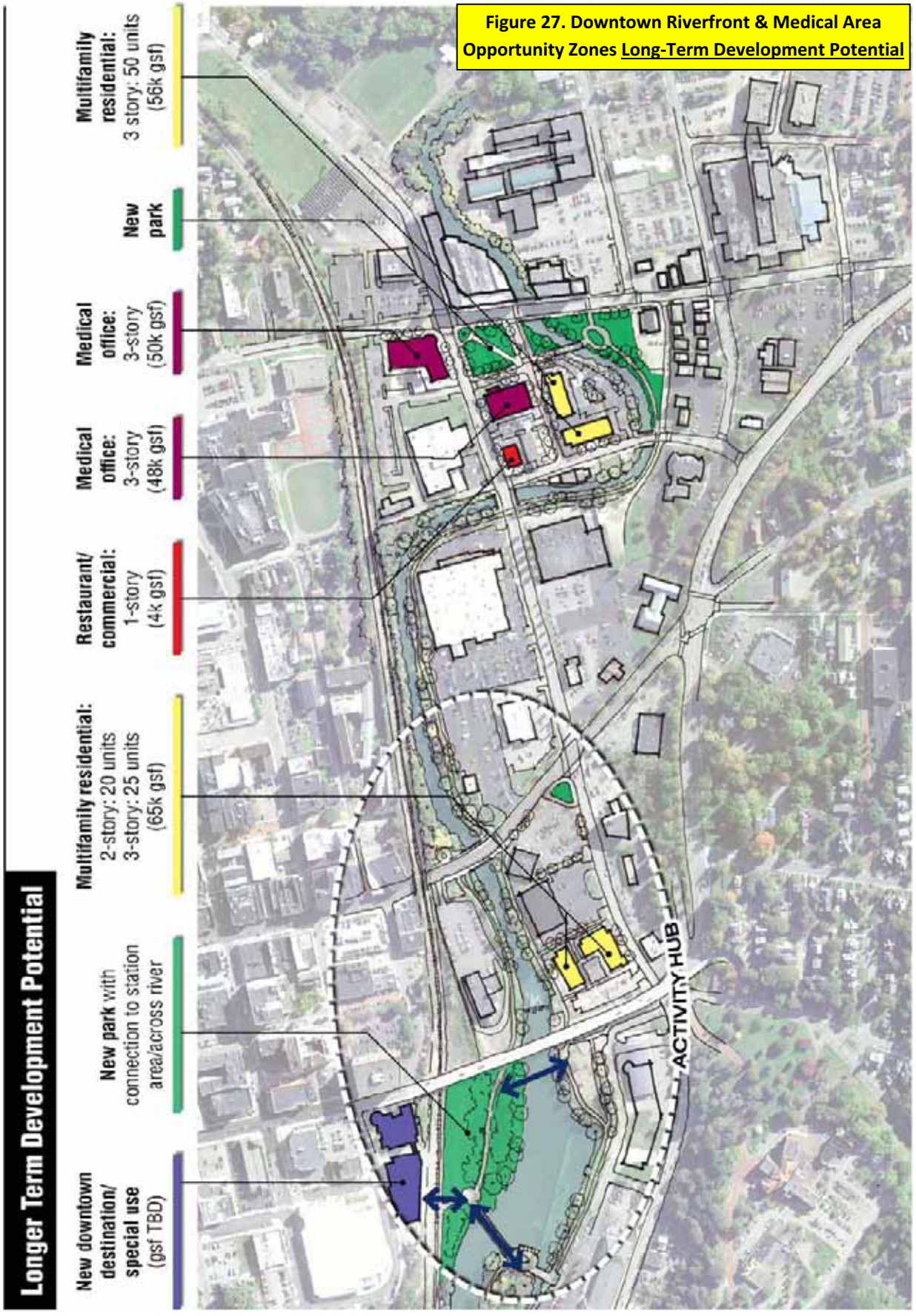


Figure 28. Potential Development Pattern - View of Downtown Riverwalk North Shore

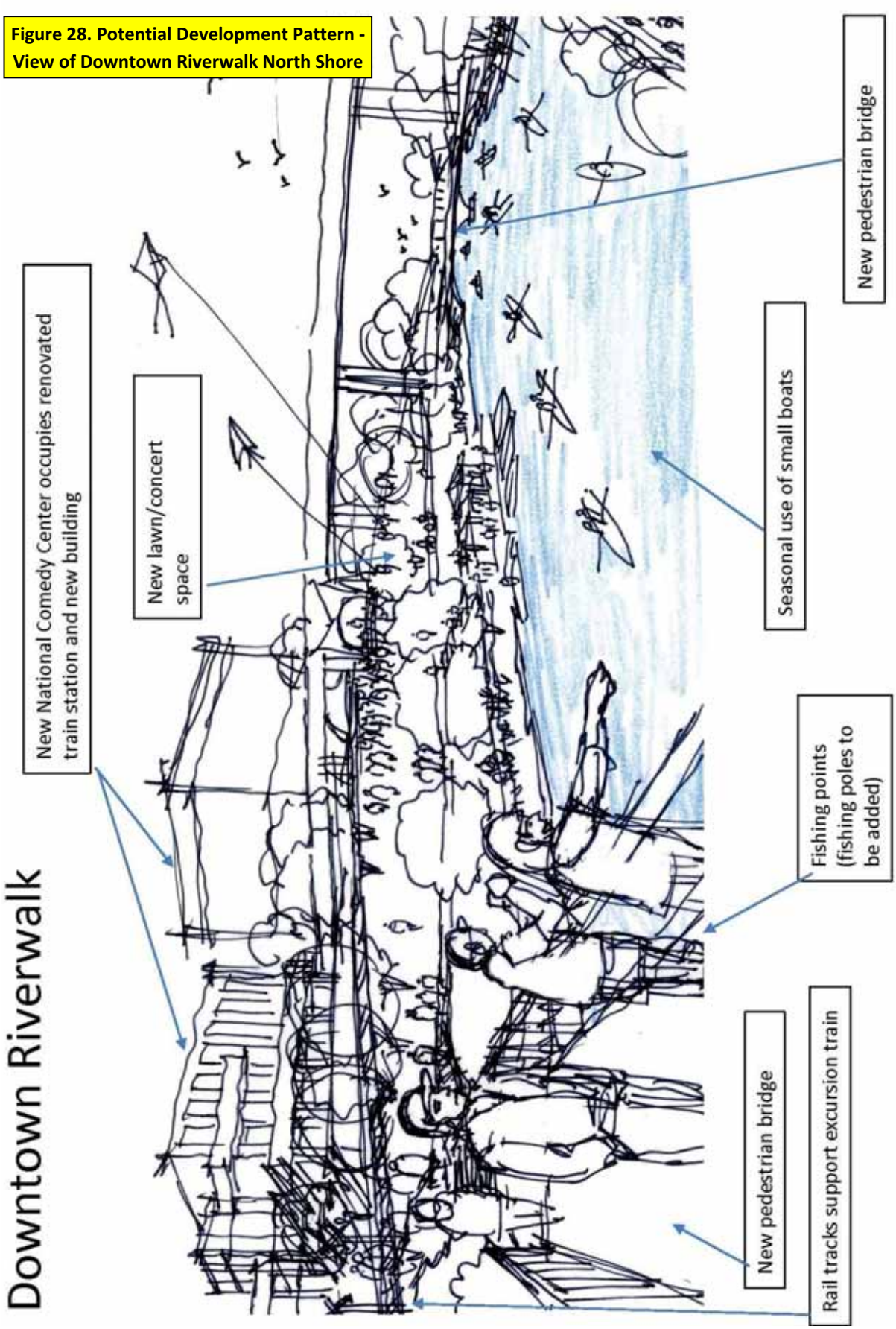
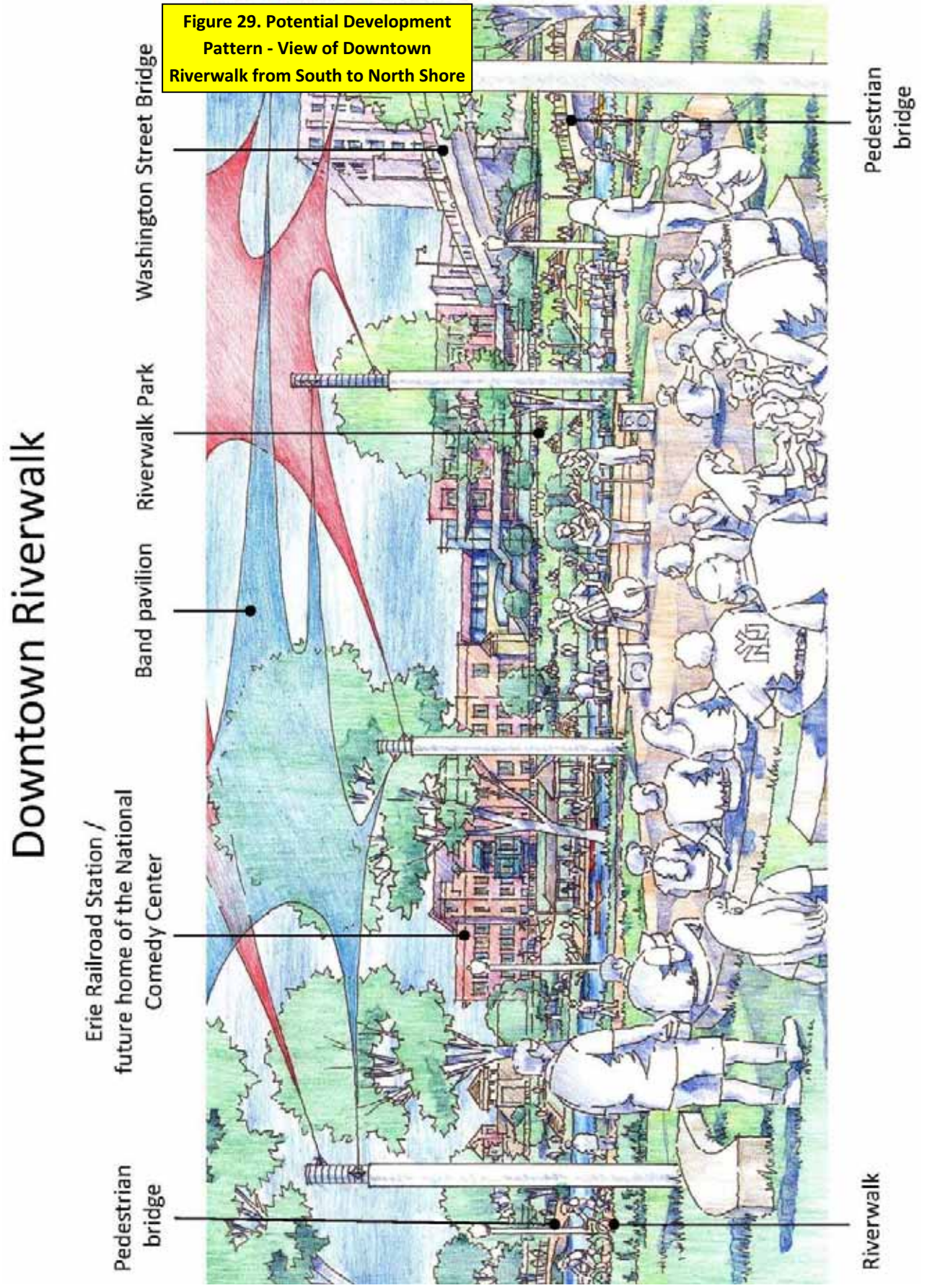


Figure 29. Potential Development Pattern - View of Downtown Riverwalk from South to North Shore



Establish a Riverfront Tourism Attraction – National Comedy Center

Previous planning studies have identified the riverfront as the best location to develop a new tourism attraction that could serve as a magnet for attracting visitors to downtown Jamestown. This facility must be of sufficient scale to serve as a major draw to the downtown area attracting at least 100,000—250,000 visitors annually, significantly more than other current attractions within the area. One promising location for such a development is the area that bridges the City's commercial downtown and the downtown portion of the waterfront. Additional analysis and feasibility assessment will be needed to determine the precise program/financial feasibility of such an attraction and to determine what type of facility could be most beneficial to Jamestown. Potential uses could vary widely between museums or other culturally focused facilities and commercial uses such as a carousel or water park.

The City, in collaboration with the Lucy-Desi Center for Comedy, have recently begun analyzing the feasibility and preparing the preliminary plans and designs to use ***the Erie Railroad Station*** and several adjoining parcels to create the *National Comedy Center* (NCC). Preliminary results of a study of the NCC being performed by AECom shows the overall NCC project could draw 100,000-200,000 visitors through the region annually. Combined with the results of a market analysis by Paradigm Economics which showed the 2011 Lucille Ball Festival of Comedy attracted 13,000 people and generated a direct economic impact of $3.6 million of the City and County over a five day period, the NCC can generate direct economic benefits of $20 to $25 million per year.

The NCC would include exhibits to learn about comedians from the past and both indoor and outdoor performance space to watch current and up-and-coming comedians. The project will be completed in phases. The Lucy-Desi Center applied for a 2013 EPF grant to fund a portion of Phase 1 of the NCC project. Phase 1 primarily focuses on connecting the Erie Railroad Station with the existing Riverwalk Trail system, creating an area for residents and visitors to (re)discover the River (Figure 30). Project components of Phase 1 include:

- Construction of pedestrian access stairs from the west-end of the train station (2nd Street) down to the Gateway Train Station Plaza
- Construction of the Gateway Train Station Plaza (at-grade with the Railroad)
- Construction of approved at-grade pedestrian railroad crossing system
- Creation of public park (Festival Lawn Area) to include trail connecting at-grade railroad crossing with existing Phase IV of the Riverwalk Trail system.

Although the Lucy-Desi Center was not awarded the grant, significant interest in the project, pledges of both monetary and service donations, and cooperation among key stakeholders including the City, Lucy-Desi Center, Gebbie Foundation, WNY&PA Railroad, and Jamestown Renaissance Corporation will ensure the project continues to move forward as long as the project remains feasible. Preliminary designs of the completed NCC project includes a new building to house portions of the NCC, a pedestrian corridor and bridge connecting the new building to the Erie Railroad Station, outdoor performance spaces, a boat dock, and two pedestrian bridges to tie into the southern portion of the Riverwalk Trail System (Figure 31).

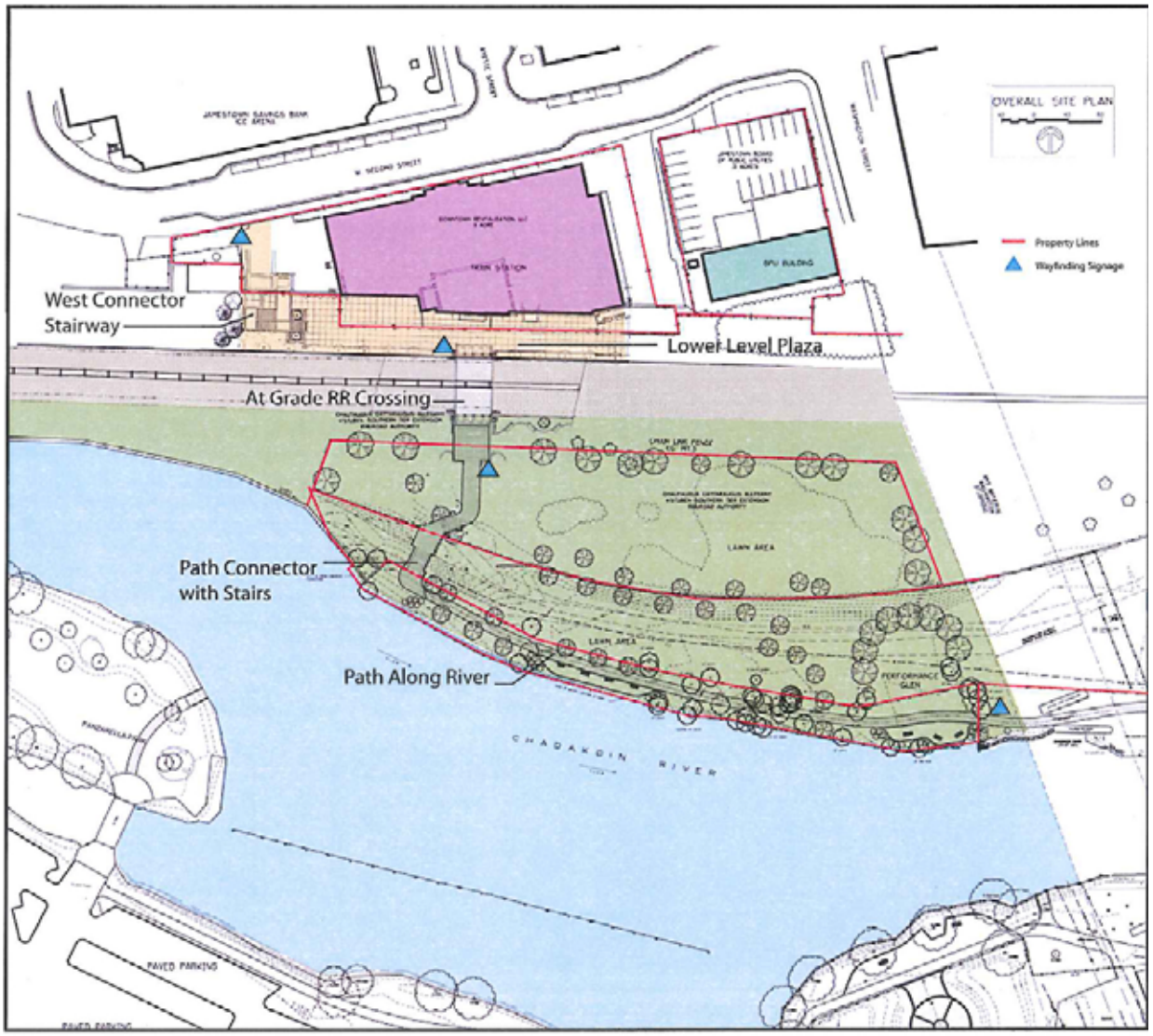


Figure 30. Phase 1 National Comedy Center - Preliminary Site Plan

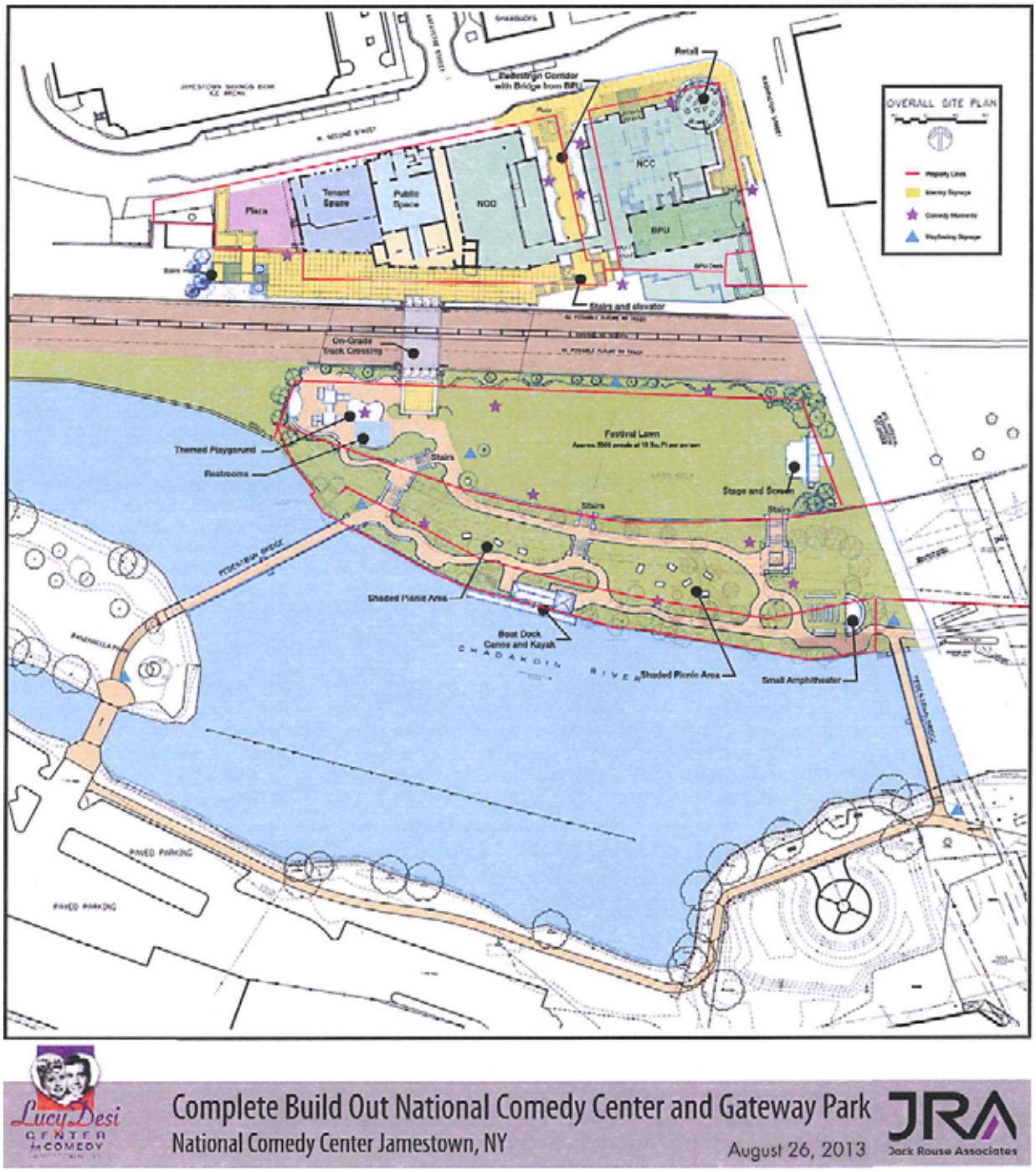


Figure 31. Complete Build Out of the National Comedy Center - Preliminary Site Plan

Create an Excursion Train Connection to Buffalo/Niagara Falls
As described previously in the *Public Infrastructure* section of this Report, the Western New York Railway Historical Society, Inc., in partnership with the City of Jamestown, applied for a TIGER V grant to bring passenger rail service back to the City of Jamestown, ultimately connecting the City with Buffalo/Niagara Falls. Although the City was not awarded the grant, they should continue to search for funding and partnerships to make this idea a reality.

Foster Specialty Retail in the Downtown Core
Although the Market Analysis (Supporting Document 1) determined that the Waterfront Revitalization Area is unlikely to attract chain retailers, it did conclude that an opportunity exists for the development of Specialty Retail in the area. This type of retail is best located in the pedestrian-friendly, Downtown Core north of the River (Figure 21). Likely tenant-types include arts and craft stores, outdoor stores, and youth-oriented, "hip" accessory stores. The City should create a program to recruit such retailers and work to help identify appropriate locations for each. The development of a concentrated area of such shops in one or more proximal buildings should be considered. Underutilized properties could be retrofitted to house such uses.

Create Additional Professional Office Space
The Market Analysis (Supporting Document 1) concluded that the Study Area has the potential to capture 20 to 30 percent of the County's new office-inclined employment. This translates into 22,000 to 33,000 square feet of new office space by 2020. Industries that typically occupy office space include information, finance and insurance, real estate, professional and business services, and other religious, social, and fraternal organizations. A number of underutilized properties located throughout the Study Area (most of which; however, are located within the Downtown Core – Figure 21) offer excellent potential for adaptive reuse of existing buildings for such a purpose. The City should work with property owners and local and state developers and development agencies to identify which locations are most appropriate for redevelopment, and create a program to reach out to potential developers and tenants to realize this increase in office space. Many of these properties will require minimal rehabilitation while others will require substantial work in order to meet the standards of professional office space.

Advance the Medical Area Opportunity Zone Concept
This concept encompasses the Harrison-Foote-Institute area where a growing cluster of major medical facilities are located: the Riverwalk Medical Center, the Cancer Care of WNY center, and the WCA Hospital (Figure 25). The WCA Hospital is an Economic Development Anchor and Engine for Jamestown. For the Hospital to become more competitive it must attract more private paying patients and offer state-of-the-art quality health care. An important contributor to the Hospital's success is the strength of its related local health care and social service cluster. The Study Area's redevelopment can be a critical component of this cluster's success. Creating an attractive, vital and functional mix of uses in the Central section of the Study Area will make it a more attractive investment location for medical, social and technical businesses. The Medical Corridor concept recognizes that a strong cluster

of uses in an enhanced physical environment is necessary to successfully compete in the coming decade. Jamestown's leadership has envisioned the Medical Corridor as extending along Foote Avenue, Harrison Street and the River, linking the Riverwalk Medical Center, the Cancer Care center, and the WCA Hospital, as well as other health and social service related resources in the area. However, no formal plans yet guide investments in this area, or support its development as a coherent district. Medical districts nationally – for instance, the Buffalo Niagara Medical Complex in Buffalo and the Longwood Medical Area in Boston – are generally guided by development plans that involve a consortium of medical and health-related institutions within the district. These plans identify coordinated approaches for addressing:

- The range of medical and support services located within the district
- Sites for future expansion
- Circulation, parking and transit links
- Growth of the area as a cohesive and easily navigable district with a strong pedestrian environment

Coordinated planning, the type and character of future development within this area, and the quality of the physical environment are important factors in Jamestown's ability to preserve and strengthen its position as a regionally competitive medical district. Today, the medical and health-related facilities within this Opportunity Zone are interspersed among a range of small- to mid-sized commercial establishments, industrial businesses, homes, and vacant buildings and parcels, the wide distribution of which provides a less-than-optimal environment for growth among any of the active uses within the area. Because the Medical Area Opportunity Zone would benefit from a plan that addresses the needs of all types of uses within this area, the City should work with community organizations to create a plan for the successful development of the Medical Corridor. The Urban Design Analysis in Supporting Document 3 also discusses this concept in greater detail.

Focus Appropriate Development/Redevelopment of Key Sites within the Medical Area Opportunity Zone

Development within the Medical Area Opportunity Zone should incorporate a mix of uses with a particular focus on medical office space, support service uses, green space, residential uses, restaurant/commercial uses, and pedestrian infrastructure (Figures 26 and 27). Efforts to enhance this area, improve public access, and create a cohesive corridor should improve prospects for development. While there are many brownfield and underutilized properties within this zone, the City should play an active role in ensuring appropriate development, redevelopment, and/or repurposing of the following key properties:

- **Vacant Parcels on Foote** – Located on the south bank of the Chadakoin River between Institute Street and Foote Avenue, this site is currently largely underutilized riverfront open space with a small paved parking lot utilized by the adjacent church. The City should work with the owner of the site to evaluate the possibility of creating a formalized park with a pedestrian foot

bridge connecting to the north bank of the river. Community gardening could included within the new park.

- **Briggs Street** – The large site located between Institute Street, Briggs Street, and the north bank of the river provides an opportunity to create one large or a number of smaller medical-related developments.
- **Harrison/Briggs Block** – Located between Briggs Street, Institute Street, Harrison Street, and Foote Avenue, this site is composed of 13 parcels which house various entities as well as parking and vacant lots.
- **Northwest Corner of Harrison and Foote** – Located between Foote Avenue, Harrison Street, Institute Street, and the railroad to the north, this site is composed of six parcels which house various entities.

Create New Medical Office and Social Service Space

The Market Analysis (Supporting Document 1) concluded that the area will support new medical office and social service space development, notably in the Central section of the Study Area near the Hospital. The Jamestown Area contains 58 percent of Chautauqua County's health care and social service jobs. WCA Hospital accounts for just over one quarter of the Jamestown Area's health care and social service jobs. The Resource Center also accounts for a significant share of the social service jobs in the Jamestown Area. The Market Analysis concludes that the Study Area has the potential to capture 30 to 40 percent of the space demanded by the County's growth in the ambulatory and social assistance industries, which amounts to 47,000 to 63,000 square feet. The City should work with developers to identify the most appropriate locations for such development, and focus these efforts on the aforementioned Medical Corridor. If possible, this space should be located at brownfield and underutilized sites within the area such as the Northwest Corner of Harrison and Foote and Harrison/Briggs Block.

Foster Additional Eating and Drinking Establishments

The Market Analysis (Supporting Document 1) indicated that there is an opportunity to continue to grow Downtown's eating and drinking cluster. The eating and drinking options around Jamestown are quite weak. Capturing 20 percent of the area's eating and drinking trade will justify another 5,000 square feet of eating and drinking space, and, when a high amenity, walkable Medical Corridor evolves, there will be additional eat/drink opportunities. For planning purposes, an additional 5,000 to 7,000 square feet of eating and drinking space is reasonable by 2020.

McCrea Point is a potential location for a small café, if made visible from Fairmount Avenue. This location could capitalize on the bike trail, activities on the River like rowing, and McCrea Point Park. A riverview location on the Riverwalk within easy walking distance to WCA Hospital would also be a strong location. Finally, the Downtown Core (Figure 21) is a good location for additional eating and drinking establishments. The City should create a program to recruit such establishments and work to help identify appropriate locations for each.

INDUSTRIAL, FORMER INDUSTRIAL, AND OTHER BROWNFIELD SITES

The City of Jamestown Waterfront Revitalization Area contains a significant number of industrial properties, as well as many former industrial and other types of brownfield sites. In order to achieve successful revitalization of the Waterfront Revitalization Area, these problematic properties will need to be inventoried, assessed, and redeveloped.

One excellent opportunity relative to this issue is that the manufacturing industry still plays an important role in the Jamestown economy, and the eastern portion of the Study Area is an important industrial area to the region. The western portion of the Waterfront Revitalization Area also offers good access, available and affordable land, and short rail. Importantly, the BPU offers power that is particularly inexpensive. Soon there will be a fiber-optic loop that will allow redundancy -- key to data centers and other high-tech user groups. Finally, the Mason Industrial Park due west of the Study Area does not have much land available for new businesses. It will be important to have shovel-ready sites available (and potentially incentive packages) in the eastern portion of the Study Area.

Create an Inventory of Shovel-Ready Sites
Currently, very little information exists regarding the actual development potential and environmental conditions of many of the vacant, underutilized, and brownfield sites within the City of Jamestown Waterfront Revitalization Area. These sites have been inventoried under the NYS LWRP and the BOA Programs, but information on the actual environmental and physical conditions of the sites is not currently available. Developers prefer properties with some existing information which helps to make decisions on whether to proceed, and to help development occur quickly. Therefore, the key is for the community to have Shovel-Ready sites available to existing, growing businesses or new businesses.

To create an inventory of Shovel-Ready sites, the City should create a program to first assess each of the properties, starting with the highest priority sites first, to obtain the information developers need. The program should also include methods to update the inventory periodically and reprioritize as properties are redeveloped and new properties become available. Following the acquisition of the appropriate information, the City should take any additional steps necessary to create Shovel-Ready sites to facilitate redevelopment. Potential sites for inclusion in the Shovel-Ready inventory include, but are not limited to, those depicted in Figure 22.

Convert Brownfield Sites to Low-Maintenance Open Space as Interim Uses
Open spaces can be readily converted to development projects. Conversion to open space in interim is good because it removes eyesores, makes the area safer, and gives potential interested parties improved ability to envision successful development project. Brownfield properties primed for such conversion include, but are not limited to, areas north and west of the Weitsman Scrap Yard, the Trolley Building, portions of the Lennox property, the Train Car Repair Shed, and the Vacant Parking on River Street.

Improve Utilization of Underutilized and Brownfield Sites
A number of underutilized and brownfield sites throughout the Study Area are in use but are not fully productive and/or do not contain the highest and best uses. These properties present an opportunity to improve the productivity and aesthetics of the area, as well as help property owners maximize their revenues from these properties. Efforts should be made to work with the property owners to increase utilization of the buildings and properties through evaluation of potential rail connections, creation of higher quality storage space, and/or conversion of portions or all of the space to new appropriate uses. Specific sites include, but are not limited to, those depicted in Figure 22.

Focus on Development/Redevelopment of Key Brownfield Sites
While there are many brownfield properties throughout the Waterfront Revitalization Area, the City should play an active role in ensuring appropriate development, redevelopment, and/or repurposing of the key brownfield properties that will spur the redevelopment of other, nearby properties. Such properties include:

- Automatic Voting Machine Corporation
- Washington Street Brownfield Sites
- East 1st Street Brownfield Sites
- CCIDA/United Lumber
- River Street Brownfield Sites
- Dahlstrom Complex

Detailed descriptions about potential development/redevelopment projects for each of the above key sites can be found below.

Automatic Voting Machine Corp – Close Lister Street
Suit Kote Corp is a privately owned asphalt products manufacturer, road construction and maintenance, and asphalt applications engineering company headquartered in Cortland, New York with a satellite office and minor manufacturing plant in Jamestown. Suit Kote currently owns a large tract of land roughly bound by Jones and Gifford Avenue, Lister Street, the railroad, and the western half of the Automatic Voting Machine Corp brownfield site. Suit Kote has expressed interest in potentially adding a rail spur to their property, which would allow the firm to significantly increase their Jamestown operations (most likely expanding to the east on the other half of the Automatic Voting Machine Corp brownfield site) creating a major manufacturing plant and adding jobs to the area. The existing railroad bounds the southwest side of the Suit Kote property, crossing a through-street (Lister Street) at-grade. The spur would create another at-grade crossing of Lister Street. The New York State Department of Transportation (NYSDOT) discourages the creation of new, at-grade street crossings but encourages the reduction of the number of existing at-grade crossings where possible. Also of note, the topography of Lister Street creates safety concerns. Lister Street is relatively flat north of the railroad; however, south of the railroad, it climbs up a steep hill. During colder months there is the very real concern that vehicles

travelling down Lister Street will be unable to stop at the existing railroad due to slippery conditions.

It is recommended that Lister Street be closed to through traffic by creating cul-de-sacs on either side of the rail. Doing this will remove an existing at-grade crossing as supported by the NYSDOT, allow installation of the railroad spur thereby stimulating growth of the Suit Kote operations, and address safety concerns relating to the topography of Lister Street.

Advance the Cleanup and Redevelopment of Brownfield Sites on Washington Street

Redevelopment of the Pelican, Dunn Wright, and C&B Cleaners brownfield sites will require addressing serious environmental concerns. C&B Cleaners was formerly used as a dry cleaner. Following closure of the business, Chautauqua County acquired the property and demolished the building, removed two underground storage tanks, and completed an investigation of soil and groundwater. High concentrations of solvents (PCE) were found on-site and on the downgradient Dunn Wright and Pelican Sites. C&B Cleaners is now in the State Superfund Program and remediation of all three sites is planned to occur in 2014. The Pelican site is owned by the City of Jamestown and C&B Cleaners is still owned by Chautauqua County. It is recommended that the State's Cleanup Plan for the three brownfield sites be finalized and implemented. Once cleanup is complete, the remediated properties should be consolidated into one larger property and marketed for redevelopment.

Redevelopment of East 1st Street – Arts and Heritage Corridor

Multiple brownfield and underutilized properties are located on East 1st Street between Main and Institute Streets, just south of the downtown core. The Broadhead Mills site (located on the south side of East 1st Street) once housed a textile mill and later a furniture manufacturing company. After a structural fire destroyed a large portion of the main building in 2004, the site was left with four large masonry structures in fair condition. Currently several small businesses are located in the buildings; however, the site remains largely underutilized. The Arts Center is largely located on the north side of East 1st Street with a couple parcels on the south side and a couple parcels on Institute Street. This site currently includes an unused art studio space with adjoining warehouse, several small residential properties (some for sale and one condemned), and several vacant properties. In total there are six buildings in fair to poor condition at this site.

Building upon the Urban Design Plan's vision of this area, both the Broadhead Mills and Arts Center sites should be reused and repurposed to create a portion of an Arts and Heritage Trail which connects key locations throughout the downtown. Minor improvements could be made to the Broadhead Mills buildings which should then be aggressively marketed as a small business incubator, studio space, and/or residential uses. The Arts Center properties should be assembled to further the creation of the Arts and Heritage corridor. The current art studio/warehouse should include upper floor residential units, retail frontage, and café with outdoor courtyard while the houses should be demolished and combined with vacant lots to create community gardens, greenspace, and an industrial heritage park.

CCIDA/United Lumber Sites
A focus on several key sites through the City of Jamestown Waterfront Revitalization Area would likely advance ongoing efforts by the City and the Chautauqua County Industrial Development Agency (CCIDA) to retain existing businesses within this area as well as to attract new ones. Larger, higher visibility sites that have been cleared and where remediation efforts are underway or already complete may offer the most suitable sites for redevelopment. For example, the CCIDA Development Site and the adjacent United Lumber Site represent a relatively large, high-visibility development area close to downtown, the medical area, and the industrial corridor that extends to the east. This site should be certified as a Shovel Ready site and aggressively marketed as such.

Develop River Street Industrial Park
A number of the properties along River Street are occupied by underutilized, outdated structures that are in relatively poor condition. These properties include the Vacant Parking Lot on Chandler Street, Art Metal, Star Tubing, Southern Tier, and Genco Machine. Redevelopment of these properties for industrial purposes conforms to the surrounding land uses. Therefore, an opportunity exists to assemble the properties into a larger site that could be converted into an industrial park. The park could include the development of speculative industrial buildings, multi-tenant facilities, and incubator facilities or could be certified as a Shovel-Ready site. First steps in the development would include gathering environmental information about the sites and evaluating potential transfer of ownership.

Redevelopment of the Dahlstrom Complex
The Dahlstrom Complex includes three properties on the north side of Buffalo Street between East 2nd Street and Blackstone Avenue and one property on the south side of Buffalo Street. The properties on the north side once included an enormous manufacturing building which was used to manufacture metal fireproof doors. Recently, large portions of this building were demolished as they were outdated and unsafe. Other, safer portions of this building are used by a computer memory storage company. Additionally, there is a smaller building in the northern most section of the complex which is used for manufacturing purposes. The property on the south side of Buffalo Street previously was and currently is still used as a large, underutilized parking area.

Based on findings from the Market Analysis (Supporting Document 1), two development potential concept plans have been created for redevelopment of the Dahlstrom Complex (Figures 32 and 33). In both instances, a mixture of existing buildings and new buildings will house light industrial and high tech uses. A riverfront trail will extend along both sides of the river on an easement obtained by the City from the current property owners in exchange for financial help with demolishing the unsafe portions of the building. Additionally, green infrastructure storm water management infrastructure, green space, and surface parking will fill the remainder of the property. Development Potential A includes three new buildings (one of which is located in the current parking area on the south side of Buffalo Avenue) totaling 43,000 square feet; while Development Potential B includes three new buildings (all of which are on the north side of Buffalo Avenue)

totaling 46,000 square feet. Figure 34 provides an oblique view of the development potential for the Dahlstrom site while Figure 35 depicts the potential vibrancy of the site and activity along the River activated by the influx of new businesses.

In addition to these development opportunities, the Ecological Conditions and Living Infrastructure Framework (Supporting Document 2) recommends a number of modifications to improve the quality of the River. These recommendations include the modification of the dam to facilitate migration of aquatic species and naturalizing flow paths, flood plains and stream banks. These modifications can be made in concert with the economic redevelopment of the Dahlstrom Site to create a productive property that contributes to the aesthetics and quality of the riverfront.

HOUSING

Foster the Development of New/Adaptive Re-Use Housing Units

The Market Analysis (Supporting Document 1) concluded that the area can support the development of 50 to 90 new/adaptive re-use housing units over the next five to seven years. In Jamestown there is a shortage of new housing. Over 60 percent of the housing stock in Jamestown is over 70 years old. Only 1 percent of the City's housing stock was built in the last decade. The Jamestown Area's housing stock is primarily comprised of old, large single family homes. These homes were not designed for the tastes and lifestyles of today's Jamestown household. Two-thirds of Jamestown's households are one- and two-person households. Less than 20 percent of households have "full-nest" lifestyles.

New urban housing tends to attract three primary household types:

- Young households, either singles or couples with urban lifestyle characteristics
- Empty-nester households with urban lifestyle characteristics
- Households with urban lifestyle characteristics

Given the character of these household types and the magnitude of the moving market, there is a market for the following housing mix in the Study Area over the next 5 to 7 years:

- 10-20 new, small houses or townhouses (1,000 to 1,500 square feet) in a neighborhood setting
- 10-15 luxury condominiums in the Core of Downtown either new or adaptive reuse multi-family lofts
- 30-55 new multi-family rental housing units

There are strong adaptive re-use opportunities in the Downtown Core of the Study Area (Figure 21). Over the longer term, the Broadhead Mills site could potentially be re-used for-rent residential. The City should work with property owners and developers to facilitate the development of new, adaptive re-use housing to attract those in the demographics listed above.

Figure 32. Dahlstrom Complex Development Potential - Option A

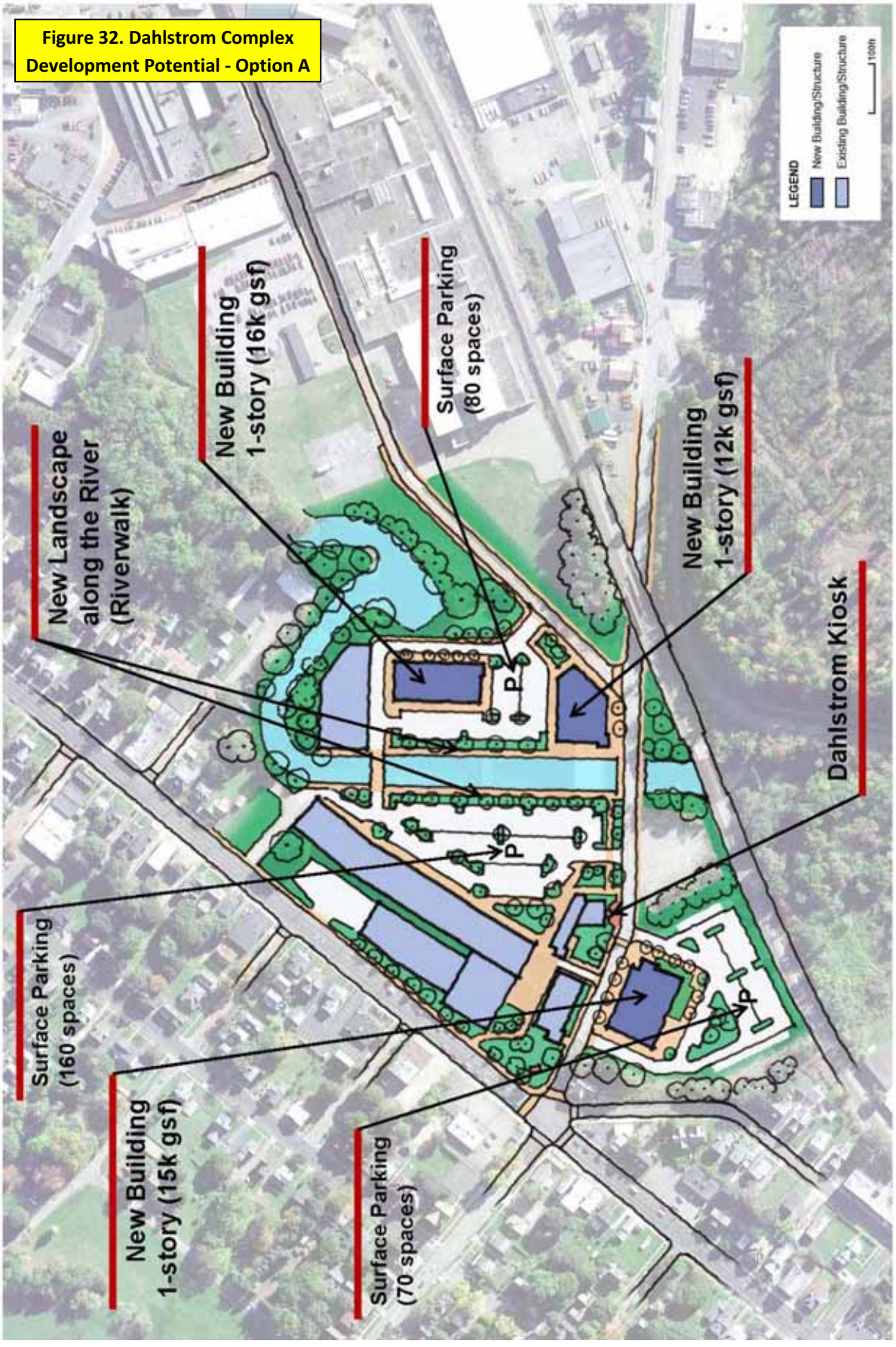


Figure 33. Dahlstrom Complex Development Potential - Option B

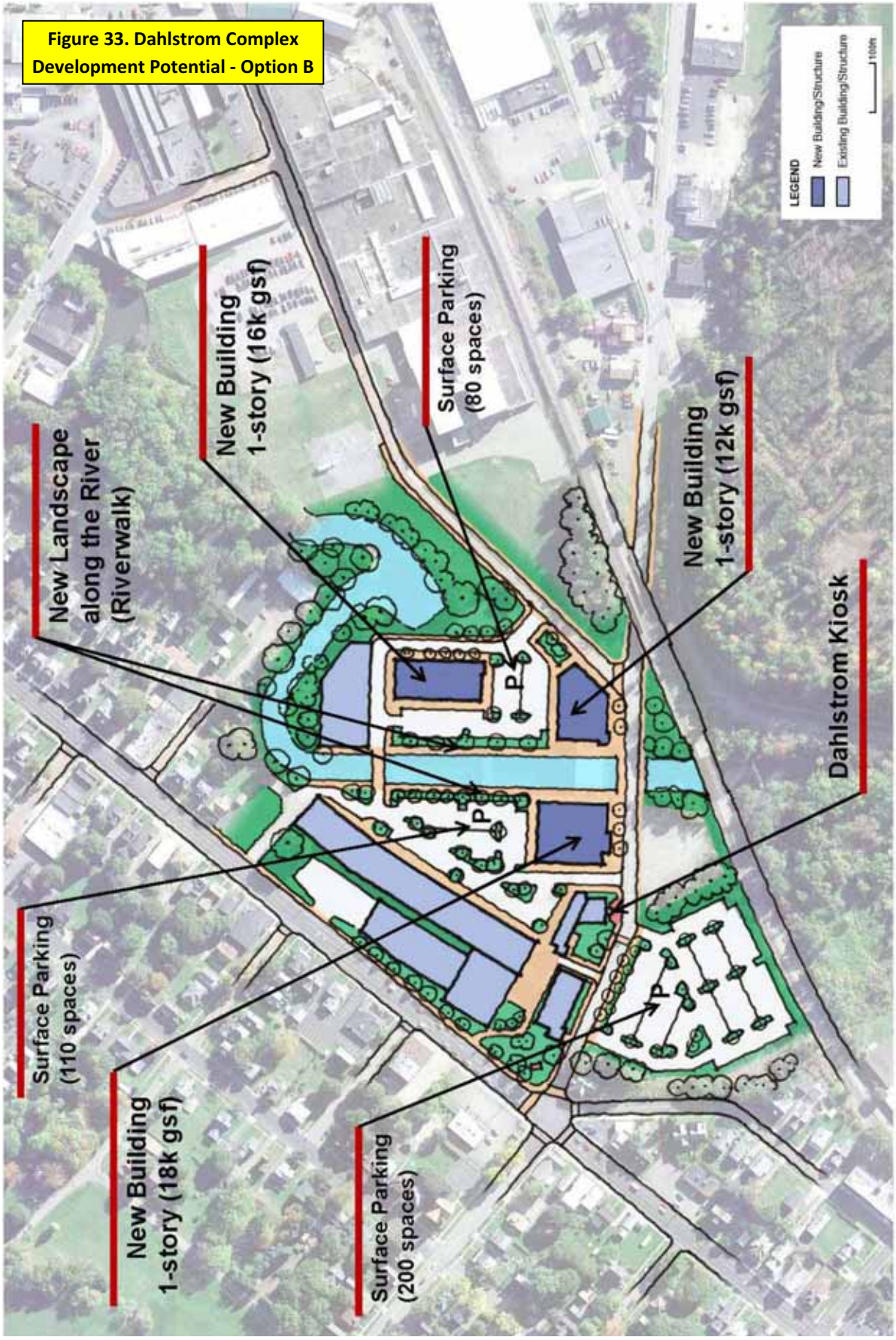


Figure 34. Dahlstrom Complex Development Potential – Oblique View

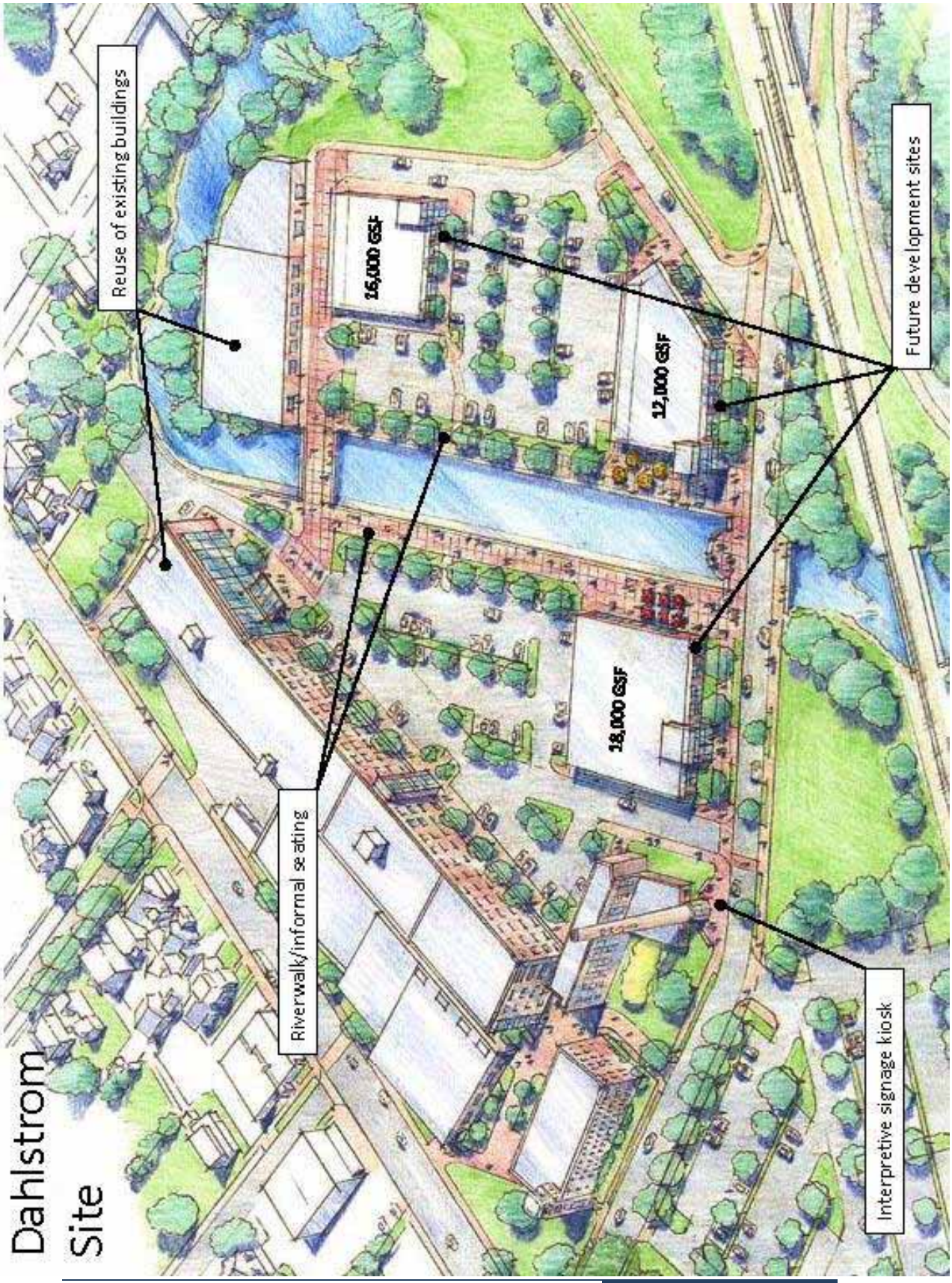
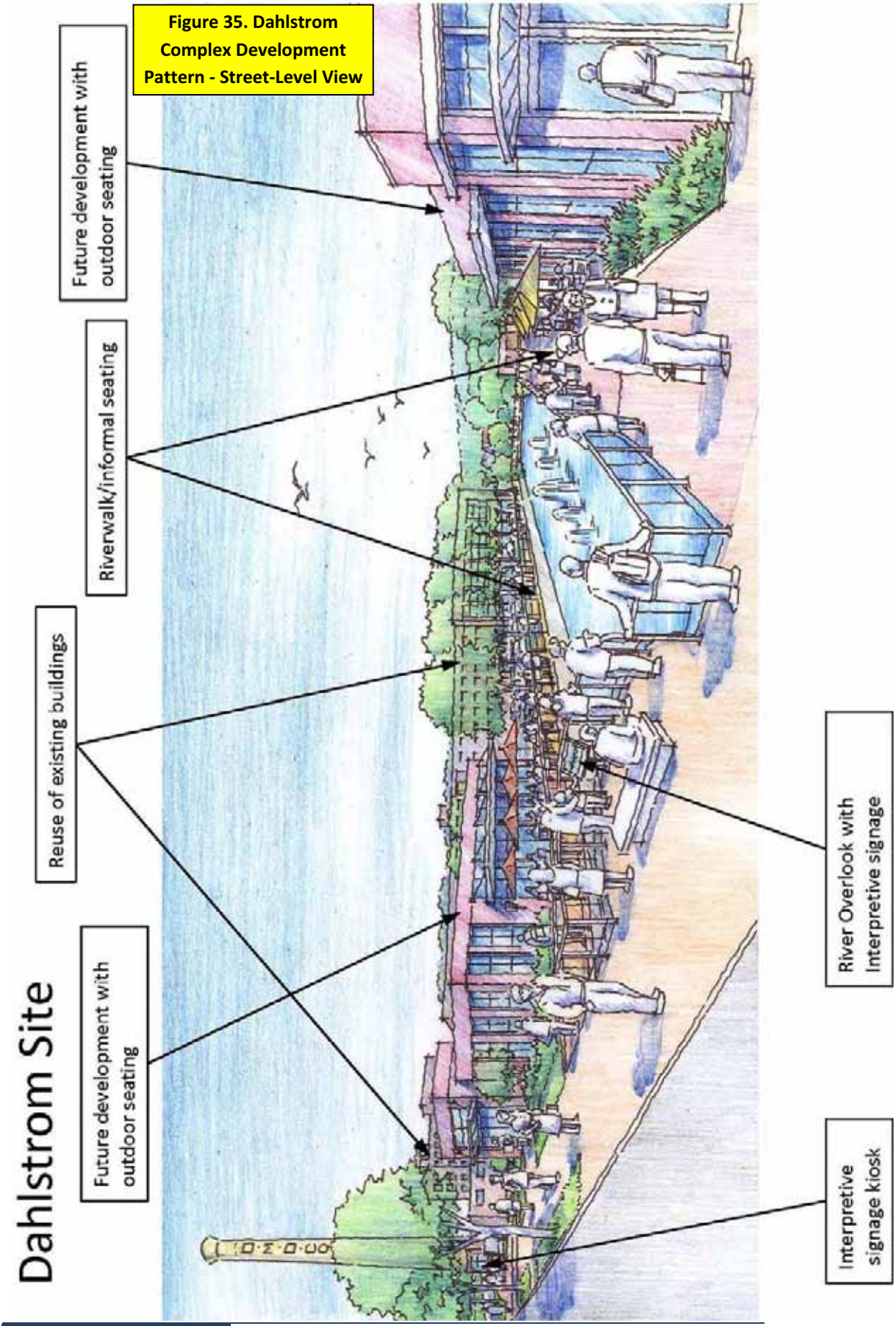


Figure 35. Dahlstrom Complex Development Pattern - Street-Level View



QUALITY OF LIFE IMPROVEMENTS

The last decade has been one of notable successes within Jamestown. Successes include strengthening downtown; growth of the City's medical cluster; clean-up of several vacant industrial sites; and expanded public access to the River. Each of these relates to the well being of the City and the quality of life of its citizens. This history of positive change provides a foundation for 'next steps'; Jamestown can build off what's already working well, and reinforce progress to date.

Efforts to improve public access to the River have been particularly successful. Over the past decade, Jamestown has expanded the downtown Riverwalk, provided new and enhanced parks and plazas along it, formally extended the boundaries of a large neighborhood park (Chadakoin Park) to meet the edge of the River, and added new features to McCrea Point, a city-wide destination for River recreation. These improvements have strengthened the River as a community amenity, with areas that are actively used for kayaking, canoeing, rowing, fishing, or simply sitting or walking beside.

Improvements in the quality of life offerings will serve to bring more people into the City of Jamestown Waterfront Revitalization Area, which will ultimately result in more investment and employment opportunities. As described earlier in this section of the Report, the goals of this project include increasing the eroded tax base of the City, and the following proposed projects relate in various ways to improving quality of life within the City in order to achieve that goal. Proposed quality of life projects are described below, listed in the Implementation Matrix (Table 22), and depicted in Figure 23.

IMPROVE CONNECTIVITY

Much of the public input obtained during the course of this Study identified connectivity as a key to successful revitalization of the City. The long-term goal must be to seamlessly connect the City to the River and ultimately to Chautauqua Lake so that the lakefront extends through the heart of the downtown area. Additional connections will be necessary to unite neighborhoods to the downtown and the River using modes of transportation other than automobiles. The following proposed projects focus on creating pedestrian and bicycle connections throughout the City.

Continue to Develop a Continuous Riverwalk

The City is committed to the phased development of the Riverwalk Trail system linking downtown to adjacent communities to the east and west, as well as to neighborhoods within the City. To date a number of sections of this anticipated network have been completed while others have been funded and are awaiting construction (as described in the *Pedestrian and Bicycle Infrastructure* Section of this Report and depicted in Figure 19). The Riverwalk is anticipated to comprise of public walkways along the River a minimum of 10 feet wide. Ongoing efforts involve

securing commitments from landowners to allow public access and securing funds for development of walkways. Over time the Riverwalk will become an increasingly important public amenity as access points from neighborhoods are increased and new sections of the walk are completed, enhancing its viability as a recreation network (see Figure 36 which depicts a street-level view from the corner of Fairmount Avenue and West 8th Street looking southwest, highlighting the trailhead connection point of the proposed *Phase V of the Riverwalk Trail* – ***Chadakoin Park Bike Trail*** and proposed *Phase VI of the Riverwalk Trail* in the vicinity of the Trolley Building site). The ultimate success of the Riverwalk will depend on how it becomes established as an amenity that enhances the attractiveness of development along the River. The City should continue to seek funding and work with partners to ensure the development of a continuous Riverwalk throughout the City.

Active public use of the Riverwalk and the riverfront parks is a credit to City staff, which does an excellent job maintaining parks and public spaces, both new and old, in an environment of tightly constrained resources. Further expansion will need to be mindful of maintenance burdens.

Specific Riverwalk extension projects (that have been discussed but not yet funded) and obstacles to said extensions are described below:

- *Extension of the Riverwalk Trail from the existing western Trail terminus along the northern bank of the River towards McCrea Point.* As described previously, this connection is most likely to occur as part of the phased development of the National Comedy Center (NCC). Phase 1 of the NCC project includes an iconic public staircase along the west side of the Erie Railroad Station, connecting West 2nd Street down to the proposed Gateway Train Station Plaza. From the proposed Gateway Train Station Plaza, the trail will cross the railroad via a state-of-the-art at-grade crossing system and continue through the proposed Festival Lawn public park to the existing western trail terminus (Figure 30). Later project phases will likely include an additional staircase and elevator connection along the eastern side of the Erie Railroad Station, a pedestrian bridge connection from the north bank of the River to Panzarella Park, and a pedestrian bridge connection from the north bank of the River to the South in the vicinity of the Washington Street Bridge (Figure 31).
- *Extension of the Riverwalk Trail from Panzarella Park towards McCrea Point.* The Jamestown Electric Generating Station (and its associated traffic and above ground and below ground infrastructure) and a storage building owned by the City's Department of Public Works at the Sprague Street intersection are two of these obstacles. Residences and businesses fronting Steele Street and abutting the River from Sprague Street to West Sixth Street add to the challenge of extending Riverwalk along the River's edge. Because a number of obstacles make it impractical for Riverwalk to extend along the shoreline, the proposed *Phase VI of the Riverwalk Trail* will utilize and improve the existing sidewalk network to extend the southern Riverwalk Trail in a westerly direction (see Figure 19).

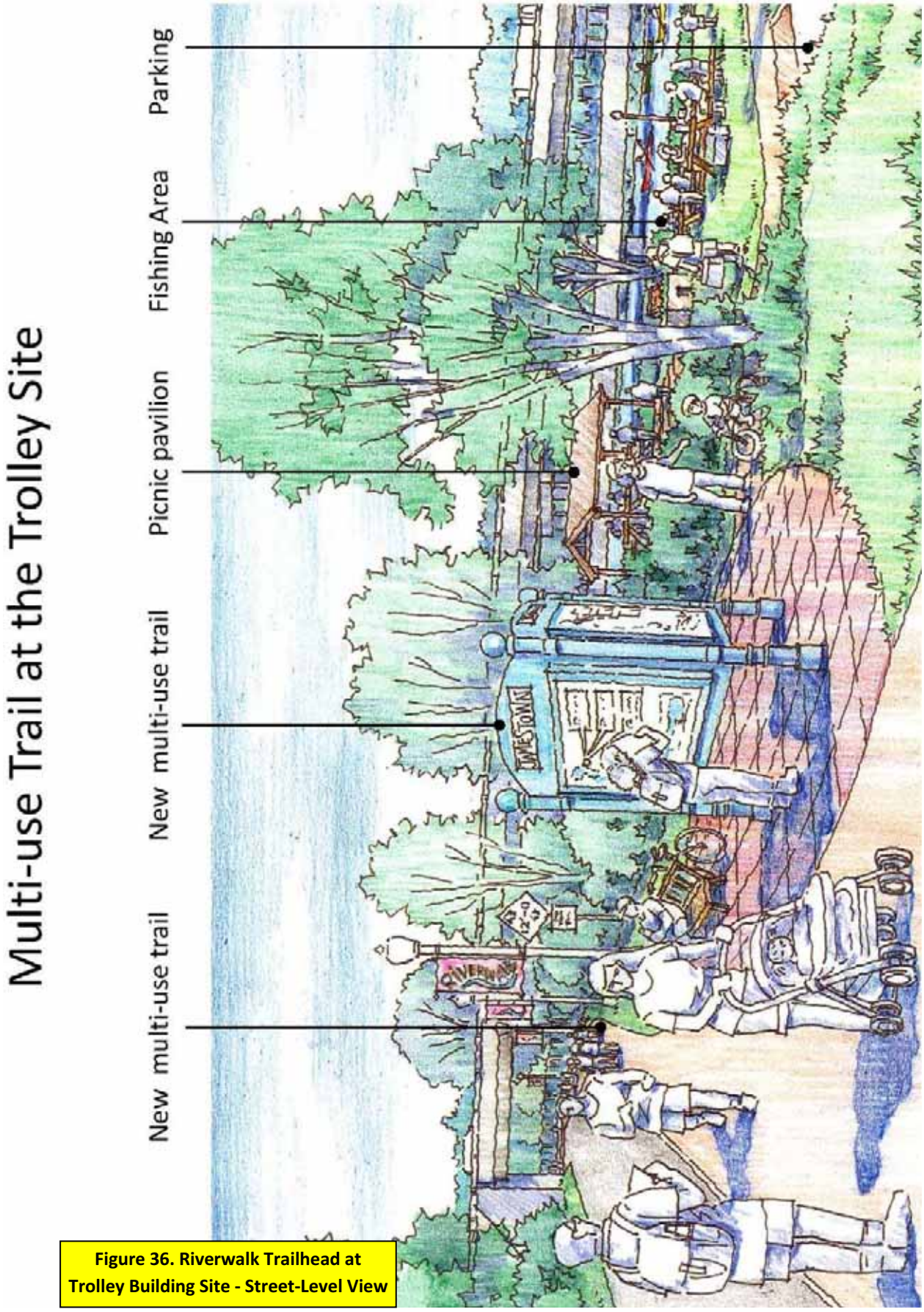


Figure 36. Riverwalk Trailhead at Trolley Building Site - Street-Level View

- *Extension of the Riverwalk Trail from Keelboat Landing to the east*. The extension of the trail along the northern bank of the River in an easterly direction is complicated by the Railroad's presence along the bank's edge, so a pedestrian bridge to connect to the Jamestown Area Medical Associates and a pedestrian staircase to connect to East 1st Street would be needed. A more likely route would cross the Harrison Street Bridge to the eastern side of the Chadakoin River, and then split to both the north and south. The northern split would run northerly along the west side of Institute Street through a reconstructed viaduct under the railroad to provide a linkage with the Jamestown High School. The southern split would run southerly along the west side of Institute Street. It would then cross the Institute Street Bridge to the southern bank of the Chadakoin River and follow along a portion of Victoria Street and through privately owned property, ideally including the Vacant Parcels on Foote (see Site 25 in Figure 11), the WNY Urology Association, and the Gateway Center.

Develop the East End Nature Trail and Park

The connection of a continuous Riverwalk to the **East End Industrial Corridor** will likely not occur for many years due to the vast distance and numerous obstacles. However, the many neighborhood residents and industrial workers within the **East End Industrial Corridor** could greatly benefit from a riverfront trail in the near future. It is therefore recommended that this stretch of Riverwalk be completed in the near- to mid-term despite its disconnection with the downtown portions of Riverwalk. The Trail should extend along the River from the Dahlstrom parking lot to a new pocket park located at Bigelow Street. The pocket park would be maintained as woodland and floodplain with limited access to the River at this sensitive location. Additionally, Hope's Windows maintains a private nature trail and the City would need to work with Hope's Windows to discuss the possibility of opening the private trail to the public in order to make this vision a reality.

Improve North-South Connections

The City of Jamestown is bisected into north and south sections by both the River and the railroad. Very few pedestrian and bicycle friendly connections exist between the north and south side of the City. Only several of the automobile bridges include sidewalks and often the sidewalks are so narrow, pedestrians and bicyclist do not feel safe utilizing them. As such, pedestrian bridges over the River and railroad and pedestrian viaducts under the railroad should be placed at key locations throughout the City. Potential pedestrian bridge locations include:

- Panzarella Park across the River to the north shore (see NCC project)
- Across the River just west of the Washington Street bridge (see NCC project)
- Across the River and then across the railroad from Brooklyn Square to East 1st Street in the vicinity of Broadhead Mills
- Across the River from Brooklyn Square to Institute Street north of Harrison Street
- Across the River from the proposed park on Foote Avenue/Institute Street to Briggs Street
- Across the River from King Street to the Fire Training Center
- Across the River from Hope's Windows to James Avenue

- Across the River from Bigelow Avenue to Niagara Avenue

Viaducts under the railroad already exist at Fairmount Avenue and Institute Street; however, the Fairmount Avenue viaduct is in need of substantial rehabilitation and the Institute Street viaduct has been closed off to the public for safety reasons for many years. It too is in need of substantial rehabilitation.

Reutilize Porter Avenue Park

Jamestown leadership has explored the potential for reutilizing and expanding Porter Avenue Park, creating a continuous band of parkland from the residential neighborhood near the Armory to the Steele Street riverfront south of 3rd Street. Implementation of this concept would involve development of a formal path through the steep wooded hillside now served by informal paths. Challenges would include:

- Acquisition of approximately a dozen properties along Steele and Front Street, including seven homes and businesses.
- The significant change in grade between Front Street at the top of the hill and Steele Street below.
- Because Steele Street exists between the targeted residential neighborhood and the River, the park would lie on both sides of the road, necessitating a carefully planned, safe cross-walk.
- The presence of the BPU plant, which would preclude continuous riverfront access between West 2nd Street and the downtown Riverwalk to the east.

This ambitious initiative could enhance neighborhood River access. In the near term, given the likely cost and complexity, it may be most desirable to focus on continuing to enhance neighborhood access to McCrea Point and to the downtown Riverwalk, with expansion efforts shifting toward a Porter Avenue Park in the longer term.

Develop a Bicycle Infrastructure Network

The *Jamestown Bicycle and Pedestrian Plan* contains a variety of recommendations related to the development of bicycle routes and trails. These projects include the construction of bike lanes on existing roadways, installation of sharrow markings on many roads, and completion of various feasibility studies related to bicycle infrastructure. The City should actively seek funding to implement the proposed recommendations in phases based on project priority and financial feasibility.

Intersection Enhancements

The *Jamestown Bicycle and Pedestrian Plan* recommends enhancements at a number of intersections throughout the City of Jamestown Waterfront Revitalization Area. The recommendations include the installation of high visibility crosswalks, curb ramps, share the road signage, bike lane signage, pavement markings, potential signalized stop light, count-down timers for crosswalks, and/or bike box turning lanes at these locations. The implementation of these enhancements will help fulfill the vision for the waterfront as a walkable/bike-able, connected place, making it more attractive to visitors. The City should actively seek funding to implement the proposed recommendations in phases based on project priority and financial feasibility.

Street Improvements
The *City of Jamestown: Traffic and Streetscape Enhancement Plan* included a series of recommendations to improve the traffic flow in the City and create more appealing, walkable streets. Such recommendations include:

- Creating public open spaces with information kiosks for pedestrian wayfinding
- Creating character-defining downtown feature (like a clock tower)
- Evaluate feasibility of road diets
- Creating bicycle lanes
- Enhancing pedestrian walkways and streetscape amenities including banners, pedestrian amenities, and landscaping
- Creating additional pedestrian connections to the River
- Converting some one-way streets to two-way streets

As with intersection enhancements, the implementation of these enhancements will help fulfill the vision for the waterfront as a walkable/bike-able, connected place, making it more attractive to visitors. The City should actively seek funding to implement the proposed recommendations in phases based on project priority and financial feasibility.

AMENITIES

Develop New Fishing Access Sites and Improve Existing Sites
Fishing is a growing pastime in the City of Jamestown. With the recent extension of Riverwalk, fishermen can almost always be spotted along the Downtown stretch of the River on a nice day. Fishermen can also be found at numerous informal locations throughout the City as described in *Section 2.4 Public Access and Recreation*. Efforts should be made to improve access to and increase the number of formal fishing locations, particularly in informal areas already frequented by fishermen as depicted in Figure 12.

Develop New Boating Access Sites and Improve Existing Sites
Canoeing and kayaking are growing in popularity, although few locations in the City allow for formal launching (Figure 12). Due to this lack of formal boat launches, an informal launch has been created at Clifton Avenue. Efforts should be made to formalize this launch. Additionally, a kayak/canoe launch could be created in the vicinity of the Washington Street Bridge. An existing local business (such as the Jamestown Cycle Shop) or a new business within the vicinity of the Washington Street Bridge could then rent kayaks and canoes for scenic trips up the Chadakoin River Outlet. Lastly, opportunities for a formalized portage for kayaks and canoes around the Warner Dam should be explored.

Protect Existing, Develop New, and Improve Unsightly Scenic Vistas
In many places throughout the City, the view of the River is limited due to vegetation and/or topography. However, certain locations (particularly along many of the City's bridges) offer fabulous views of the River and surrounding valley. In

other locations, potential scenic vistas are spoiled due to a large number of unsightly industrial, commercial, and abandoned properties along and/or near the waterfront. Scenic views of the River would improve if these sites were properly screened and/or cleaned up. The City should work with property owners and volunteer groups to protect existing, develop new, and improve unsightly scenic vistas as described in *Section 2.5 Historic and Cultural Resources* and depicted in Figure 16.

Waterfront Programming

Programming located along the waterfront (and potentially in the River) including live music, films, festivals, outdoor markets, regattas, and other events will draw people to the waterfront. A small outdoor public venue was recently created at the Riverwalk Self Storage site located on the south side of the River. As other Downtown Core businesses along the waterfront begin to transform into and support water dependent and enhanced uses, waterfront programming can potentially be located at these locations as well. In the long term, opportunities to locate these programs in other areas of the City should be explored.

Educational and/or Interpretive Center(s)

Many existing plans for the Jamestown waterfront include a project or two to create a Nature/Education Center, Wetlands Interpretive Center, Historical Interpretive Center, Historical Industrial Center, Transportation Museum, and/or Visitor's Center. The City is fortunate to contain a number of entities that could contribute to such a center, including the Chautauqua Watershed Conservancy, Jamestown Audubon Center & Sanctuary, Roger Tory Peterson Institute of Natural History, and Jamestown Community College.

There are a couple of potential locations suitable for these uses. One such location is the old Erie Railroad Station which has been recently rehabilitated and includes a Visitor's Center. This building is perhaps the best location to place a transportation museum due to its historic ties with the railroad. However, this building is the proposed site for the National Comedy Center (NCC) so room for such a use is likely limited.

Another possible location for such a use would be somewhere in the vicinity of McCrea Point Park. The McCrea Point Park area would lend itself well to building a Nature and Educational Center which could include all of the above discussed natural, historical, and cultural aspects: it is a historically and culturally significant site (for transportation, industry, and community development) and it is located along/near the Chadakoin River and wetland complex (making tangible connections with nature possible). Additionally, it currently acts as a natural transportation hub between boat users from the Lake, automobile users, and pedestrians/bicyclists. The proposed **Lucy Trail** (sidewalk and on-street bicycle improvement project to Celoron) and two proposed Riverwalk Trail extension projects (trail connections to the Downtown and Clifton Avenue, **McCrea Point Park Trail**, and dock and parking improvements at McCrea Point Park) only act to strengthen the appropriateness of the Park to house such a use. If housed at McCrea Point Park, the City should analyze the feasibility of creating some sort of public transportation connection

between the Center and other key destination points within the Downtown. Additionally, consideration should be given to amphibious tour boats that could be stationed at McCrea Point Park and transport users to parts of the Lake as well as downtown and other areas of interest.

The Center/Museum could include any combination of informational displays, hands on exhibits, and replicas relating to nature, wetlands, local history (including Native Americans, French explorers, and early settlers' use of the River), industrial history, and transportation history (potentially including a full size keelboat replica). The site (depending on its location) could also provide boat rentals, fishing gear, eating facilities, etc. Additionally, consideration should be given to amphibious tour boats that could be stationed at McCrea Point Park and transport users to parts of the Lake as well as downtown and other areas of interest.

Figure 37 provides an oblique view of the development potential for McCrea Point Park and surrounding area while Figure 38 depicts the potential vibrancy of and activity at the Park activated by the Nature and Educational Center and improved transportation connections.

NATURAL/ENVIRONMENTAL ENHANCEMENTS AND IMPROVEMENTS

Despite the City's rich industrial heritage, the City contains some incredible natural resources, most notably the Chadakoin River, associated wetland complexes, and a vast variety of plant and animal species. Natural Resources were characterized and evaluated during the performance of this LWRP, and the Ecological Conditions and Living Infrastructure Framework document (Supporting Document 2) discusses recommendations for ecological enhancements and improvements in more detail. Proposed natural/environmental enhancements and improvements projects are described below, listed in the Implementation Matrix (Table 22), and depicted in Figure 24.

ENVIRONMENTAL QUALITY IMPROVEMENTS

Development/Riparian Transition Zones
Because of the unique wetland habitat within the Study Area and the ecosystem services provided by the wetlands and the River, the Ecological Conditions and Living Infrastructure Framework (Supporting Document 2) recommends the establishment of transition zones between the River and developed land. Every effort should be made to protect the Chadakoin River and the existing wetland complexes in the western portion of the City. The **Chadakoin Outlet District**, the **Industrial Heritage Corridor**, and the **East End Industrial Corridor** provide ample opportunity for the creation of such riparian transition zones, while the City has determined that the **Downtown District** does not appear to lend itself to such development, as discussed below.

Figure 37: McCrea Point Park Development Potential – Oblique View

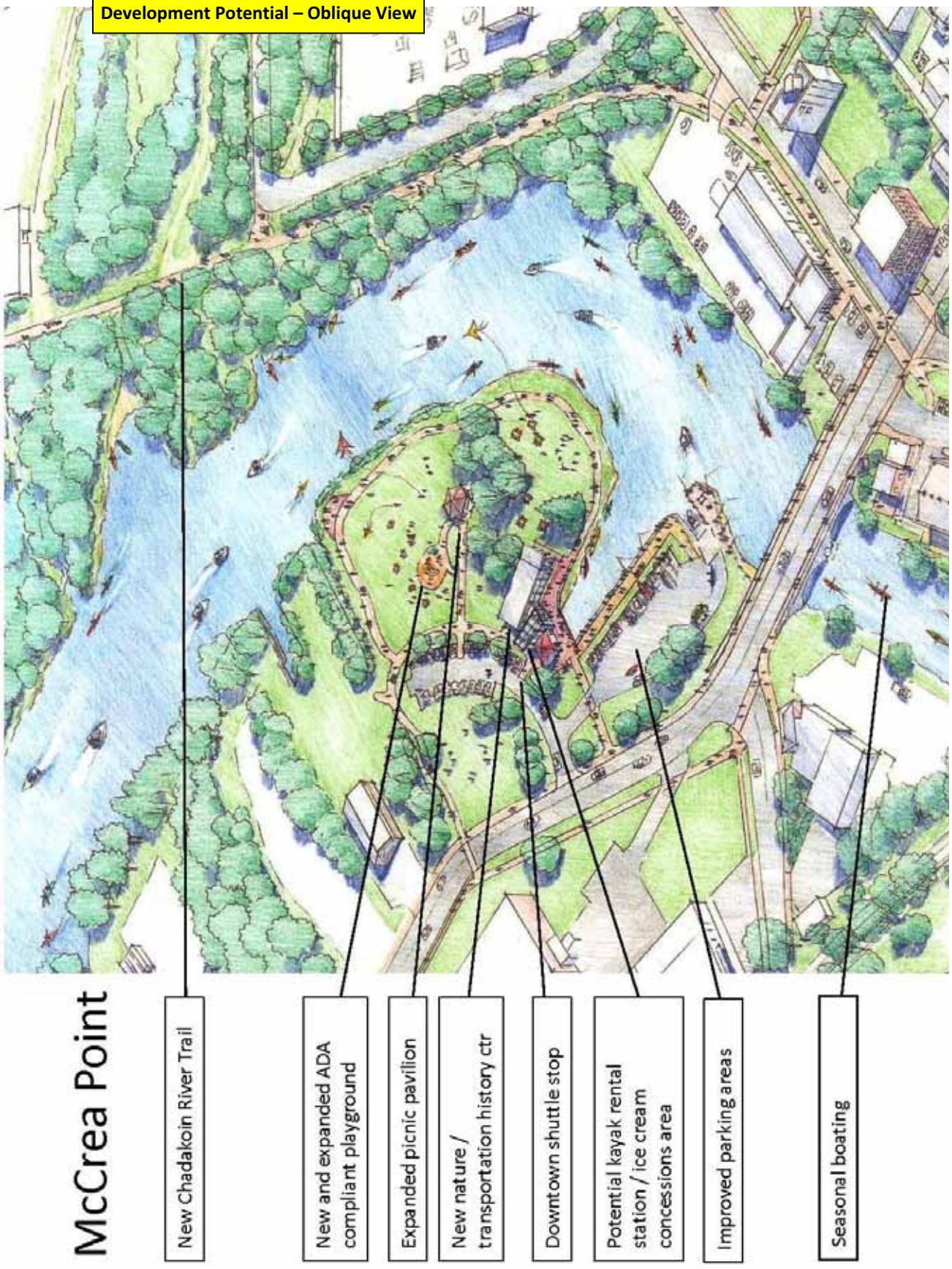
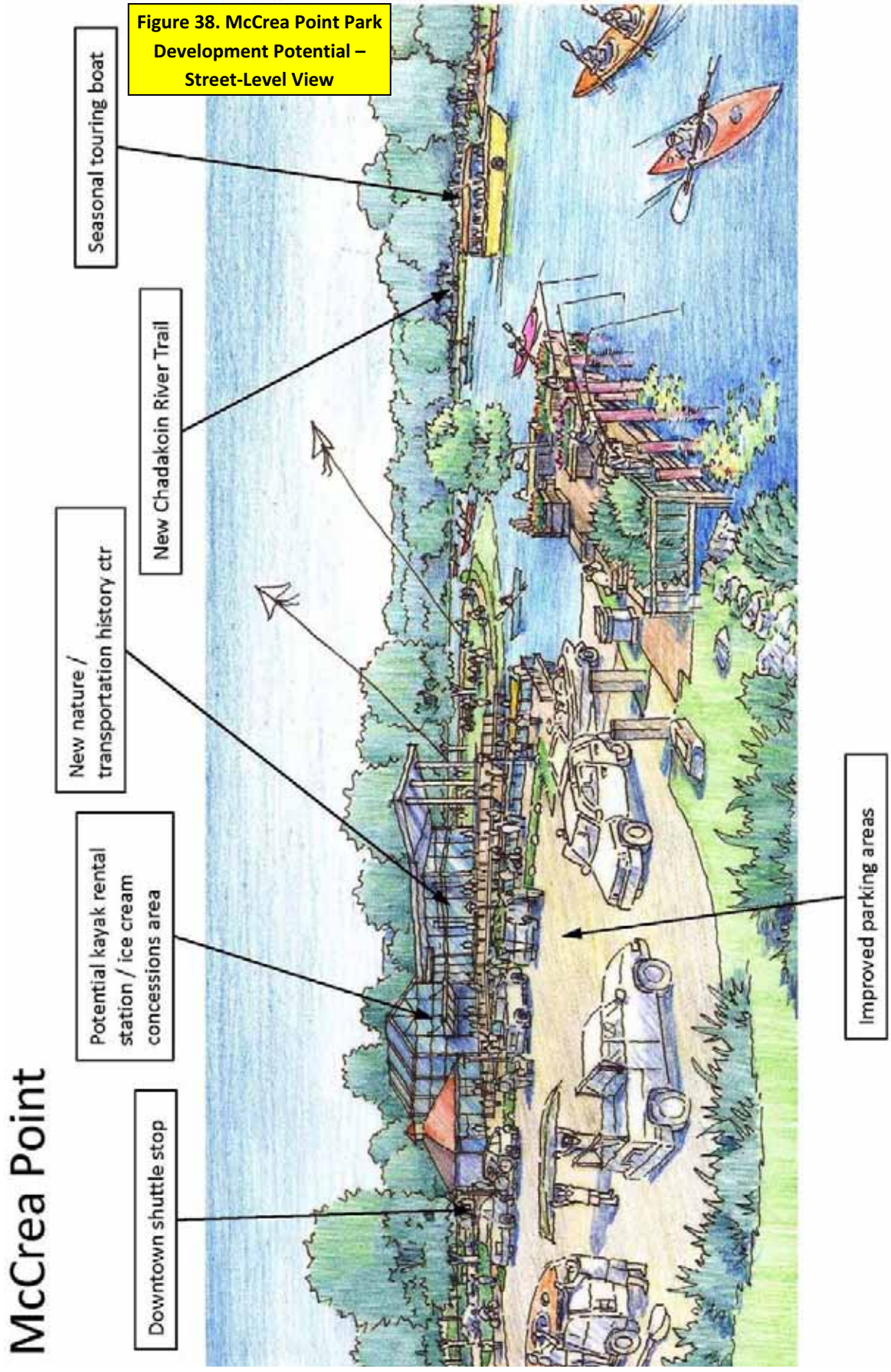


Figure 38. McCrea Point Park Development Potential – Street-Level View



Although water quality and habitat quality are critically important, the Chadakoin River itself is not protected by any state or local riparian buffer ordinance. A riparian buffer is a permanent naturally vegetated area located adjacent to a stream, river, lake, pond or wetland. Riparian buffers provide important habitat and shelter for native aquatic and terrestrial wildlife, capture and filter stormwater runoff, and serve as "rights-of-way" for dynamic stream and river systems. Their creation, conservation, and protection are critical to watershed health and management. Protection of wetlands, riparian areas and watercourses is needed to protect functions such as:

- Provide flood conveyance and storage capacity which reduces downstream flood hazards by absorbing peak flows, slowing the velocity of flood waters, and regulating base flow;
- Reduce the need for costly engineering solutions for flooding and erosion such as rip rap, retention basins, and dams;
- Reduce the amount of nutrients, sediment, organic matter, pesticides, and other harmful substances that reach watercourses, wetlands, or subsurface water bodies;
- Stabilize the banks of water courses to reduce bank erosion and downstream transport of sediments eroded from watercourse banks;
- Protect remaining large contiguous environmentally sensitive areas from activities which would alter their ecological integrity, balance or character;
- Provide stormwater detention and purification;
- Retain areas of annual flooding, floodplains, water areas, and wetlands in their natural state to the maximum possible extent to preserve water quality and protect water retention, overflow, and natural functions.
- Provide living, breeding, nesting and feeding environments for many forms of wildlife including waterfowl, shorebirds, salamanders, and frogs by maintaining diverse and connected riparian vegetation;
- Enhance habitat quantity and quality for the Eastern spiny softshell turtle, a species of State Special Concern;
- Treat polluted surface/subsurface waters through biological degradation and chemical oxidation;
- Reduce additional nonpoint pollution of waters by providing buffers;
- Protect nursery grounds and sanctuaries for fish;
- Help maintain water temperatures and oxygen levels in rivers, streams, lakes, ponds, and other waters;
- Identify and maximize the retention of existing natural plant communities which constitute significant wildlife habitat and upland habitat for threatened and endangered plant and wildlife species and species of special concern, a valuable natural resource of the community;
- Provide recreation areas for hiking, fishing, bird watching, biking, photography and other recreation uses; and
- Reduce community flood, erosion, and other natural hazard losses.

In dense urban areas like downtown Jamestown, the design of development/ riparian transition zones may vary due to a variety of constraints, such as property

ownership, existing development and infrastructure and economic development concerns. In these areas, every effort should be made to integrate living infrastructure into the urban landscape within the riparian buffer to provide habitat, stormwater runoff treatment, and river protection, while being cognizant of development goals, property ownership rights, and increased public access. Because of these issues, the City has determined that riparian transition zones should be instituted where appropriate in the **Chadakoin Outlet District**, the **Industrial Heritage Corridor**, and the **East End Industrial Corridor** while the interface between the River and uplands should be more hardscaped in the **Downtown District**.

The riparian transition zones will be incorporated into the zoning code for in the **Chadakoin Outlet District**, the **Industrial Heritage Corridor**, and the **East End Industrial Corridor** as an overlay district, which will include specific dimensions and other requirements for the buffers. The Ecological Conditions and Living Infrastructure Framework (Supporting Document 2) recommends riparian buffer widths of 100 to 300 feet. However, other constraints make these widths difficult to achieve. Although smaller size buffers (50 to 100 feet) will not provide ideal wildlife habitat, they will provide some bank stabilization, aquatic habitat, water temperature modification, as well as, reductions in sediment loading. Although structures currently exist within the 100- and 50-foot buffers, the establishment of a regulated city buffer ordinance could limit future encroachment and provide requirements for a native vegetation zone, shoreline treatments, approved native plant species, and turtle nesting habitat.

Suggested plant species to be planted within the riparian buffer for restoration purposes are available in Section 3 of the Ecological Conditions and Living Infrastructure Framework document (Supporting Document 2). Where possible, an enhanced wooded (vegetation only) buffer is the preferred approach.

Invasive Species Removal and Management

Within the **Chadakoin Outlet District**, immediate invasive species removal and management should occur in the northwest corner of State Wetland LW-10 and on the edge of the former municipal landfill where it meets the Chadakoin River. Japanese knotweed was observed at both of these locations. Immediate invasive species removal and management should also occur in Chadakoin Park where common reed patches were observed. Additional invasive plant species were observed in the wetlands; however, they were limited to the River's edge on tussocks and stumps and should therefore be addressed through long-term invasive species management.

Within the **Downtown District**, areas along the railroad and River between the 6th Street Bridge and the Washington Street Bridge should periodically be controlled for invasive plant species. In areas along the River from the Washington Street Bridge to the Winsor Street Bridge, invasive plant species were prevalent where the riparian edge is narrow. These areas should be addressed through long-term invasive species management.

Within the **Industrial Heritage Corridor** and the **East End Industrial Corridor** many invasive plant species were observed, some becoming quite prevalent along the River shoreline the further east one traveled. Many of these areas, especially those along the River by Harrison Street before Winsor, Allen Street, Buffalo Street, and Blackstone Avenue are candidates for long-term invasive species management. In the floodplain area to the east of Bigelow, both north and south of the River, invasive species management is recommended, as the floodplain seems functional but is in need of an invasive species management plan.

Wetlands Restoration and Management

Due to its historic land use as part of the lake outlet wetland complex coupled with the inability to support recreational activities on such saturated soils, the western portion of Chadakoin Park should be managed or restored to wetlands, fostering more passive ecologically focused forms of recreation. The palustrine forested wetland on the western edge of the park should be expanded, allowing wet areas in the south and east to naturally transition to wetland habitat creating a stronger ecological buffer for wildlife and wetlands species along this corridor.

An existing mown trail around the northern portion of Chadakoin Park could be maintained, expanded, and perhaps formalized as a nature trail/boardwalk loop along the wetland fringe, and meadow complexes in the area allowing park users controlled access to the wetland complex.

A wide variety of grant programs exist for wetlands restoration such as those offered by federal programs through USEPA, NOAA, and US Fish & Wildlife Service, as well as private entities such as the Corporate Wetlands Restoration Partnership and Restore America's Estuaries.

Upland Restoration/Shoreline Restoration/Living Shorelines

There are several areas throughout the City which would benefit from upland restoration, shoreline restoration, and/or living shorelines. Upland restoration typically involves allowing areas to naturally (or in some cases helping areas) transition back to a more natural state. Many of these upland areas slope down to the River where shoreline restoration can be beneficial. The typical purpose of shoreline restoration is to stabilize the shoreline. Through the use of a method known as living shorelines (which involves the planting of native plants, including grasses, trees and shrubs), mown and eroding shorelines can be stabilized with the added benefit of aesthetic beauty and increased plant/animal habitat. Living shorelines can also be incorporated along armored shorelines. Where bulkheads are to remain, living seawall habitat techniques, such as steel/mesh baskets, can be anchored to the structure and planted with submerged or emergent vegetation to provide cover and support an invertebrate food base for fish. Overall the vegetation palette can be diversified and expanded to include denser plantings of native species and to provide better shoreline stabilization for the River with a more natural approach. Working generally from west to east, particular recommendations include:

- Within Chadakoin Park, some of the playing fields contain areas of standing water or are completely overgrown with vegetation. These should be restored as natural areas, while existing fields not in the floodplain can be enhanced to provide active recreation space in addition to the existing playground and skatepark.
- Living shoreline techniques should be utilized along the mown and eroding shorelines on both sides of the River in the vicinity of McCrea Point Park. Living seawall habitats including fishing friendly structures should be anchored to the existing bulkheads in McCrea Point Park.
- The rails are a prominent part of the northern shore between the 6th Street Bridge and Institute Street. By working with the rail users and owners there may be ways to retrofit the rails including low plantings (e.g., sedum) between the rails (a green alternative to the traditional stone fill). If there are portions of the rails or associated rail yards that are no longer in use there may be a way to plant them for pollinator habitat.
- Panzarella Park is lacking diverse vegetative structure. Adding more native vegetation and a greater diversity of size and species will help strengthen this park's ecological function as a corridor patch and recreation spot. The boardwalk edge along the southern tip could use some enhancement or improvement and this might be an ideal location for floating wetlands or living seawalls for enhanced habitat value and educational/wildlife observance. Any enhancements will need to also consider security at the adjacent Jamestown Board of Public Utilities (BPU) facility.
- Shoreline and upland restoration (with a specific focus on habitat restoration) should occur along the right bank of the River in the vicinity of the Gateway Center east of Foote Avenue. Other candidates for shoreline and upland restoration include the left bank of the River from Foote Avenue to Winsor Street, the right bank of the River in the vicinity of D.C. Rollforms (Dow Craft), the left bank of the River near the Dahlstrom parking lot, both sides of the River near the Dahlstrom building, the right bank of the River near the vacant parking lot at 100 Blackstone Ave, and the right bank of the River between Hope's Windows and Bigelow Avenue.

Stormwater Management

While traditional methods of stormwater management (involving collection and piping of water) have been useful in the past, future stormwater management projects within the Study Area should be accomplished (at least in part) through the use of living infrastructure practices when feasible. These practices typically rely on vegetated/soil techniques to collect and filtrate stormwater (bioswales, bioretention, tree pits, etc). Other techniques include permeable road surfaces (such as bricks or permeable pavement) and water harvesting using cisterns or rain barrels. Some specific stormwater management recommendations include:

- Significant stormwater runoff from sites to the north, south, and east of Chadakoin Park should be treated by retrofitting the existing ditches (18th Street Canal, 11th Street Canal, and Lafayette Street ditch) running parallel to said properties.

- Stormwater best management practices (BMPs) should be implemented at the Weitsman Scrap Yard as it appears there are no existing stormwater management measures currently on-site and stormwater is free to move to adjacent streets and properties and eventually the Chadakoin River. Stormwater BMPs have been developed specifically for scrap recycling facilities and could be employed on-site and/or in between the facility and the Chadakoin.
- Stormwater management techniques should be employed at McCrea Point Park as needed.
- Stormwater management should be incorporated into the area east of the Jamestown Board of Public Utilities (BPU) facility in order to capture runoff from the neighboring parking and storage lots before reaching the River.
- Another particularly interesting space is the area under the Washington Street Bridge overpass just west of the Warner Dam where stormwater from the overpass drains directly onto the pavement near the supports. Instead the stormwater should be treated in vegetated stormwater planters that help shape an interesting gathering and social space below the underpass. The planting scheme and stormwater management practices implemented at this location should then be expanded through enhanced streetscape design for streets that connect to the River/Chadakoin Park at other locations (13th St, 17th St, Main St, Steele St, Victoria Ave, Foote Ave, Allen St, Hopkins Ave, Blackstone Ave, Buffalo St).
- There is potential along Victoria Avenue for stormwater management before it enters the River. Additionally, the area directly behind the Gateway Center would be an ideal location to work with the landowner to remove unused sections of the impervious parking lot aiding in stormwater management.
- There is evidence of brick streets throughout the project area. Restoring some of these brick roadways as part of streetscape improvements would support an urban ecological design aesthetic and sustainable approach through the reuse of local materials and a permeable pavement option (stormwater management). Based on their position near the River, Harrison and Steele Street would provide excellent opportunities for such restoration, if technically feasible.
- Lastly, stormwater management practices should be implemented in parking lots, especially within the industrial sections of the City.

Special attention to stormwater management should be incorporated into the review of site plans to ensure that the techniques described above are implemented to the greatest extent possible.

Eastern Spiny Softshell Turtle Habitat Enhancement

The Chadakoin River is home to the Eastern spiny softshell turtle (a species of State Special Concern). This species of turtle typically excavate nests within 300 feet of the shoreline in sand or gravel substrate where there is little to no vegetation growing. However, throughout the densely developed sections of the River, natural shoreline and buffer access are limited, thus turtles are forced to nest in less than ideal locations or congregate in areas with easier floodplain access although nesting

substrate may not be ideal. Active turtle breeding areas should be identified, buffers should be expanded in these areas, and habitat enhancement should occur.

Evidence of the nesting habitat of the Eastern spiny softshell turtle was found along the 18th Street and 11th Street canals, providing an opportunity and need for habitat enhancement. The City intends to encourage the creation of turtle habitat and nesting areas along reaches of the River, in the **Lake Outlet District**, the **Industrial Heritage Corridor**, and the **East End Industrial Corridor** and discourage such development in the **Downtown District**.

An important aspect of any turtle habitat enhancement project will include educating the local residents so that they can better understand the importance of the local ecology. The community has expressed interest and care shown for the wildlife along this River corridor, most importantly the waterfowl and turtles, and therefore there is an investment in wildlife health and survival among residents that can be strengthened in terms of stewardship and care of habitat areas. Interpretive signage, informational kiosks or maps should be placed at key locations throughout the River corridor providing insight into the history of the Chadakoin, the importance of watershed protection, and the resident Eastern spiny softshell turtles that inhabit the area. US Fish & Wildlife has a number of grant programs that could be utilized to enhance habitat within and along the River.

Eliminate Illegal Dumping at Monroe and Clinton Streets
Many parcels along Monroe and Clinton Street, north of the scrap yard have become prone to illegal dumping. These poor current conditions in the Monroe-Clinton Street area have a detrimental impact on the adjacent residential neighborhood and on Chadakoin Park. As there appears to be limited demand for additional residential or commercial development in this area, one approach to addressing clearance, clean-up, and prevention of dumping would be to incorporate these parcels into Chadakoin Park.

Address Debris Accumulation at Warner Dam
A number of comments made during the various project outreach activities identified the accumulation of debris and other garbage in the vicinity of the Warner Dam as an issue that would reduce the enjoyment of users of the Riverwalk. Therefore, a debris boom/debris removal system should be constructed to prevent debris accumulation behind the Warner Dam.

Redevelopment of Vacant Parcels on Foote Avenue
Just to the west of Foote Avenue there is ample opportunity on vacant and underutilized land to create an expanded urban agriculture, permaculture, and/or productive garden space that ties into an extension of the Riverwalk from its current end point at Harrison Street, mainly on the south shore of the River. The portion of the River along Victoria Avenue is channelized and lacks a vegetated buffer. An extension of the Riverwalk could bring native vegetation along a new trail, expanded pedestrian access, and better connections to the River from the neighborhood to the South. The existing expanse of green space invites an expansion of the “Free Garden” concept started by St. James Church at the corner of Victoria Avenue. This

space along Victoria Avenue and Foote Avenue (and across from the Cancer Care Center of Western New York) could provide ample space for raised bed gardening, meditative gardens, even an orchard if the soils are suitable. These activities are often associated with general wellness and would provide a valuable link between the hospital and the northern portion of the proposed Medical Corridor.

Stormwater management could be integrated and an increased tree cover along Foote Avenue could provide further benefit for the River's health and function, as well as the surrounding neighborhood. This expanded urban agriculture and participatory landscape node will be an important habitat location for pollinators (e.g., butterflies and bees) and birds as well.

GREEN INFRASTRUCTURE OPPORTUNITIES

Complete Streets and Green Streets

Redesign of key major roadways (which connect to the River and Chadakoin Park) as complete streets will improve the environmental quality and human experience of the River corridor (Figure 24). Complete streets incorporate pedestrians, bicyclists, drivers, and transit users in a safe manner, while incorporating stormwater management and native vegetation in street and curb design. Specific techniques to create complete streets include narrowing driving lanes, enhancing/adding pedestrian infrastructure (such as sidewalks, painted crosswalks, and crosswalk timers), enhancing/adding bicycle infrastructure (such as bike lanes, sharrows, and signage), integrating stormwater management (such as tree pits and infiltration swales), adding curb extensions, and increasing the tree canopy. Complete streets will breathe new life into the adjacent spaces, as well as improve ecological and visual connections to the River and Chadakoin Park.

Redesign of a few of the secondary neighborhood streets that lead to the River, parks, and Riverwalk as green streets will create further connections between residents and their valuable public spaces (Figure 24). Green streets utilize sustainable streetscape designs, promoting ecological function along the street through integrated stormwater management, native vegetation, and improved access to green space.

ADDITIONAL STRATEGIES

In addition to the proposed projects listed above and the policies in Section III, a number of broad actions would help the City to realize the ultimate revitalization of its waterfront.

Continue to Advance the Jamestown Urban Design Plan
The Jamestown Urban Design Plan (UDP) provides a framework for continued improvements within the portion of downtown just north and south of the River, and for advancing the significant successes already achieved and underway. The recommendations throughout this LWRP are consistent with the UDP and the two plans are complementary. Redevelopment efforts within the City of Jamestown Waterfront Revitalization Area should continue to be pursued as feasible to advance community goals identified within the Urban Design Plan.

Continue Planning and Advocacy
Riverfront transformation on the scale that is anticipated here can take decades to fully complete, extending through many economic cycles and several political administrations at the local, state and federal levels. Many of the most successful efforts have been advanced through public private partnerships with focused missions and long term perspectives. Establishment of such an organization–and an individual who will champion this effort–will be necessary to transform the Chadakoin Riverfront. The Waterfront Advisory Committee currently fills this role and should continue and expand its successful work in this area.

Integrate Greenspace into Redevelopment Projects
Much of the historical commercial and industrial development along the River occurred right up to the banks of the River, leaving no space for people to enjoy the waterfront and no greenspace and habitat. During the redevelopment of brownfield sites, the City should work with property owners to create trails, greenspace, and other amenities to allow better use of the waterfront. This may occur in the form of easements or other such agreements that facilitate development. One example of such a situation is the Dahlstrom complex, where the property owners granted the City an easement along the waterfront in response to the City's assistance with the funding of the demolition of a number of the on-site structures.

Focus Industrial, Light Industrial and High Tech Businesses in the East End
As described in the Market Analysis in Supporting Document 1, employment projections anticipate that the Jamestown Area will lose industrial employment between now and 2020. At the same time, there are programs currently underway at Jamestown Community College targeted to support existing industry in their labor needs over time. The industrial sector of the Jamestown economy is large and important.

The **East End Industrial Corridor** is very well suited for industrial, light industrial and high tech businesses. The area has strong road access, rail availability, and soon, redundant fiber optic cable. Because of BPU, the area is uniquely advantaged with

low cost power. The **East End Industrial Corridor** should be maintained as a center for industry. Underutilized properties which could house these uses with minimal building retrofitting required would include Jamestown Mattress, Crawford Furniture, and Bush Industries. Other underutilized properties which could potentially lend themselves well for build-to-suit industrial infill development include 100 Blackstone (a vacant parking lot), Parking on Minsker, and Titan X Parking.

Create a Self-Sustaining Brownfield Program

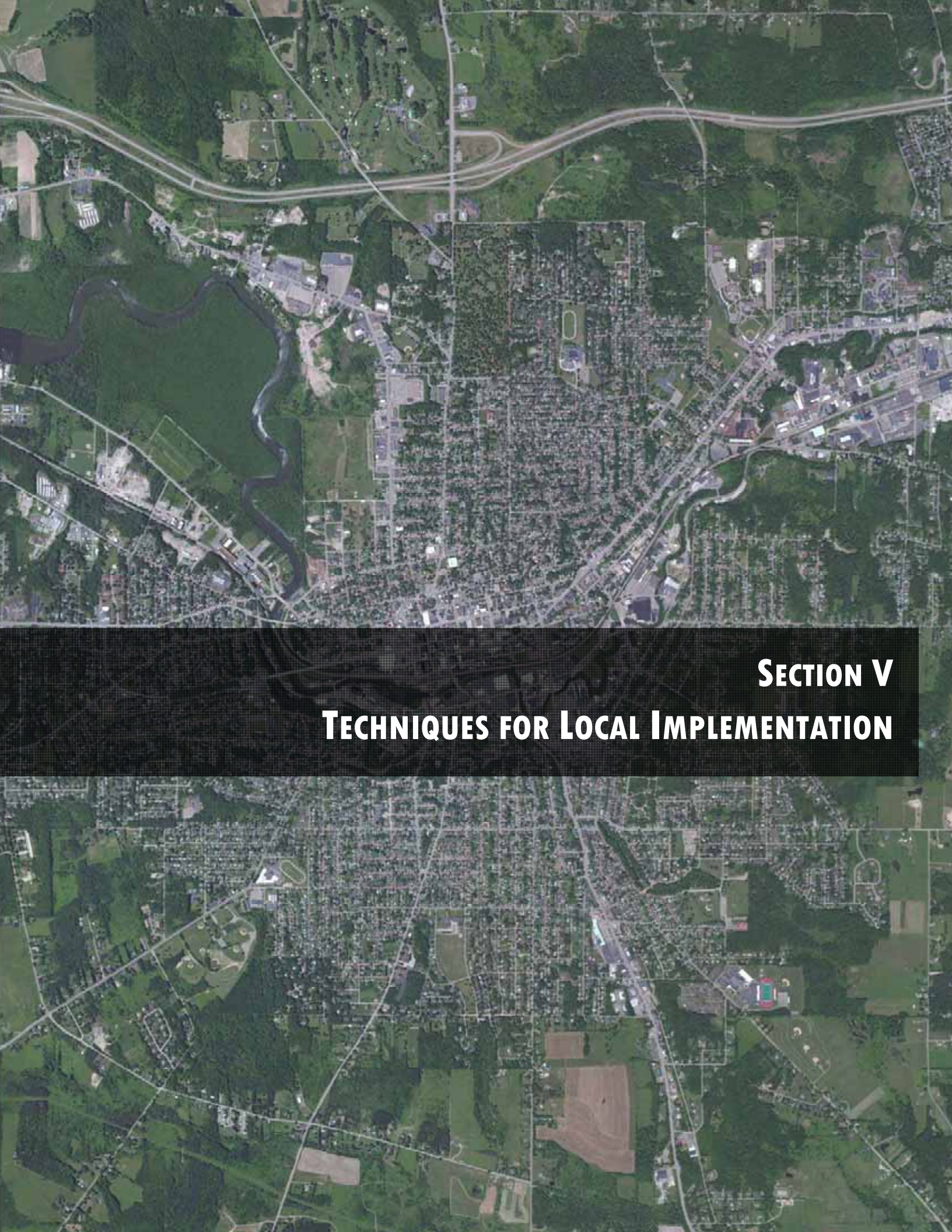
Like Jamestown, communities throughout the Country wrestle with brownfield issues. Brownfield properties are unproductive, are often tax delinquent, blighted, and drain the vitality of communities. Most properties will need some form of municipal involvement to jump start the redevelopment process. The City of Jamestown has already initiated a brownfield program through the NYS Brownfield Opportunity Area Program that included identifying and prioritizing sites within the two BOA Study Areas (which, when combined, nearly coincide with the boundaries of the City of Jamestown Waterfront Revitalization Area). However, Jamestown should work towards taking the next steps, which include assessing the sites, characterizing environmental conditions at the sites, evaluating potential remedial actions, and in some cases, performing site remediation. Communities that have developed strong Brownfield Programs usually identify one person as the primary Brownfield Coordinator to shepherd projects through the various programs and act as a point of contact for developers interested in redeveloping brownfields. These successful communities also obtain funding from a variety of public and private sources, including grants and tax increment financing, to sustain their programs.

Incorporate the Waterfront into the City's Branding/Marketing Efforts

The City initiated a branding and marketing program in 2010. The campaign is called "**Jamestown Up Close & Wonderful**" and is funded via a New York Department of State Environmental Protection Fund Local Waterfront Redevelopment Program grant as well as other funding sources such as the Chautauqua County Occupancy Tax Program. The program included preparation of a Tourism Branding Study and Marketing Action Plan (completed September 2010), a tourism website http://www.jamestownupclose.com/ (launched February 2011), and an interactive tourism attractions map to be located at several locations around the City (completed in August 2012).

These branding efforts focus on the City's many attractions such as the Lucy Desi Center for Comedy, Jamestown Savings Bank Ice Arena, and the Roger Tory Peterson Institute, and the comprehensive website also provides a calendar of events and identifies places to stay, dine, and shop. The tourism attractions map suggests locations to visit and routes to take, but these routes do not pay much attention to the River. As Riverfront amenities improve and programming increases, the **Jamestown Up Close & Wonderful** branding campaign should be updated to not only include the waterfront but to extol the virtues of the Chadakoin River, the Riverwalk, waterfront services, and water-related uses.

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Section V
Techniques for Local Implementation

SECTION V – TECHNIQUES FOR LOCAL IMPLEMENTATION

5.1 EXISTING LAWS

The following list presents a brief overview of the City of Jamestown laws that pertain to waterfront development within the City of Jamestown Waterfront Revitalization Area.

CHAPTER 57 – PARKS, RECREATION AND CONSERVATION COMMISSION

The Parks, Recreation and Conservation Commission was created to construct, maintain and operate all public parks and recreational facilities and to conserve the environment of the City of Jamestown. Specific powers and duties regarding all matters involving the reclamation, preservation, utilization, development, public access and management of the Chadakoin River, riverbanks and watershed that traverses the City of Jamestown and all other matters affecting the preservation, development, management and use of the natural and man-made features and conditions of the City of Jamestown insofar as beauty, quality, biologic integrity and other environmental factors are concerned and, in the case of man's activities and developments, with regard to any major threats posed to environmental quality, are to be effectuated by the *Riverfront Management Council* so as to enhance the long-range value of the Chadakoin River basin and the overall environment to the people of the City of Jamestown. The City is considering enhancing the Riverfront Management Council's role and creating a commission that comprehensively evaluates all issues along the Riverfront.

CHAPTER 61 – PLANNING COMMISSION

The City Planning Commission was created to exercise the powers and perform the duties vested in it by the Code of the City of Jamestown and Sections 26 through 39 of the General City Law. Some of these powers include the authority to approve plats, authority to change zoning regulations, and authority to hold official proceedings.

CHAPTER 68 – PUBLIC WORKS

The office of Director of Public Works was created in order to place jurisdiction of the highways, sidewalks, pavements, sewers, public places and parks, the maintenance of all other public properties of the City, and the power to perform such other duties as may be prescribed by the City Council to the Director of Public Works.

CHAPTER 80 – STRATEGIC PLANNING AND PARTNERSHIPS COMMISSION

The Strategic Planning and Partnerships Commission was created to continuously consider, develop and make recommendations for strategic initiatives to the City Council and other organizations within the City of Jamestown. It is the duty and responsibility of the Commission to consider, develop and make recommendations for strategic initiatives to the City Council and other organizations within the greater Jamestown area with respect to issues involving economics, the quality of life, equity and opportunity and to develop and establish community-wide goals and objectives for the future and to make recommendations to the City Council and other organizations within the greater Jamestown area to accomplish such goals and objectives.

CHAPTER 135 – ENVIRONMENTAL QUALITY REVIEW

This chapter was adopted pursuant to § 8-0113 of the Environmental Conservation Law for the purpose of implementing the provisions of Article 8 of the Environmental Conservation Law which provides for state environmental quality review (SEQR). The basic purpose of SEQR is to incorporate environmental factors into the existing planning and decision making processes of state, regional and local agencies at the earliest possible time. In adopting SEQR, it was the Legislature's intention that all agencies conduct their affairs with an awareness that they are stewards of the air, water, land and living resources and that they have an obligation to protect the environment for the use and enjoyment of this and all future generations.

CHAPTER 145 – FLOOD DAMAGE PREVENTION

Flood Damage Protection requirements were adopted to minimize the threat of potential and/or actual damages from flooding and erosion that may be a problem to the residents of the City of Jamestown.

CHAPTER 149 – FRESHWATER WETLANDS

The Freshwater Wetlands Protection Ordinance was adopted to preserve, protect and conserve freshwater wetlands and the benefits derived therefrom, to prevent the despoliation and destruction of freshwater wetlands and to regulate the development of such wetlands in order to secure the natural benefits of freshwater wetlands consistent with the general welfare and beneficial economic, social and agricultural development of the City of Jamestown. The City of Jamestown declared its intent to exercise its authority pursuant to Article 24 of the State Environmental Conservation Law including holding public hearings, wetland permit decisions, etc.

CHAPTER 193 – PARKS AND PUBLIC LANDS

This chapter gives control to the Director of Parks, Recreation and Conservation over all grounds classified as parks, parkways, street parking, street lawns and playgrounds. It also creates rules and regulations regarding use of these grounds as well as penalties for offenses.

CHAPTER 215 – PROPERTY REHABILITATION AND CONSERVATION

This Chapter is broken into two Parts. The purpose of Part 1 is to provide basic and uniform standards, in terms of performance objectives implemented by specific requirements, governing the condition, occupancy and maintenance of residential, nonresidential, commercial and industrial buildings, structures or vacant areas and combinations thereof and to establish reasonable safeguards for the safety, health and welfare of the occupants and users thereof. These standards include space, structural, fire safety, equipment, and property maintenance requirements. The purpose of Part 2 is to establish powers and duties for the basic and uniform administration of and compliance with the applicable standards of this chapter and to establish the responsibility of the parties concerned therewith.

CHAPTER 240 – SEWERS

This Chapter is broken into three Articles. The first Article defines and regulates a system of proportioning operation and maintenance costs (sewer rents) required to operate and maintain the City's wastewater collection and treatment facilities among the contributors who benefit by its use and a system of proportioning debt retirement costs required to design and construct City wastewater collection and treatment facilities among the contributors who benefit by its use. The second Article creates a monthly service charge, payment process, and penalties for late payment. The third Article creates rules and regulations regarding the usage of the public sewers.

CHAPTER 252 – STREETS AND SIDEWALKS

This Chapter is broken into four Articles. The first Article creates rules and regulations regarding obstructions, excavations, and restoration of street surfaces. The second Article discusses other miscellaneous provisions such as removal of snow and ice, block parties and festivals, and skateboards, roller skates and blades. The third Article outlines penalties for offenses. The fourth Article declares a Complete Streets policy and outlines complete streets guidelines.

CHAPTER 260 – SUBDIVISION OF LAND

This Chapter is broken into three Articles. The first Article provides definitions and declares the purpose of the chapter; namely, the regulations are adopted for the purpose of providing for the sound growth and development of the City and of affording adequate sites and facilities for transportation and for the safety, health and welfare of its population and for providing reasonable and equitable requirements in the interest of developers, investors and homeowners so as to ensure stable property values, all pursuant to Article 3 of the General City Law. The second Article spells out the subdivision pre-application procedure, preliminary layout requirements, final map requirements, and time limitations. The third Article outlines design and construction standards and basic improvements required for all subdivision.

CHAPTER 280 – TREES AND SHRUBS

The City Council of the City of Jamestown finds it to be in the best interests of the public health, safety and welfare to provide for the planting, protection, maintenance and removal of trees in the public parkways, public terraces and other municipally owned property within the City of Jamestown and further finds that the proper maintenance of trees and woody shrubs enhances real property values and preserves the quality and character of neighborhoods. This chapter was created with the intent to provide for the proper planting, protection, maintenance and removal of trees in the public parkways, public terraces and other municipally owned property within the City of Jamestown.

CHAPTER 300 - ZONING

This chapter was created to require that all future public and private development within the City of Jamestown be required to conform to the regulations of this chapter for the purpose of promoting public health, safety and general welfare and prescribing the most desirable use for the land in each district while conserving the value of land throughout the City. This chapter places regulations and restrictions pertaining to the height, bulk and location of buildings and other structures; the area of yards, courts, setbacks and other open spaces; the density of population and intensity of use of buildings and land; the use, conservation and development of unique waterfront areas; and the use of structures and land for residential, recreational, industrial, commercial, institutional or other purposes.

This Chapter is broken into twelve Articles:

Article 1 provides general provisions including purpose and definitions.
Article 2 provides general regulations including fences and flood prone areas.
Article 3 establishes the zoning districts and provides district regulations.
Article 4 establishes the Historic Overlay District and provides regulations.
Article 5 provides automotive use areas and off-street parking regulations.
Article 6 creates nonconforming use regulations.
Article 7 creates sign regulations.
Article 8 creates planned unit residential development and provides regulations.
Article 9 creates and outlines site plan review including a special provision regarding the Chadakoin River Area.
Article 10 outlines administration and enforcement of the zoning rules and regulations.
Article 11 creates the Board of Appeals and outlines their authority.
Article 12 outlines the amendments procedure.

5.2 PROPOSED LOCAL LAWS NECESSARY TO IMPLEMENT LWRP

CONSISTENCY REVIEW LAW

Actions to be directly undertaken, funded or permitted within the City of Jamestown Waterfront Revitalization Area must be consistent with the policies set forth in this City of Jamestown LWRP document. Through the adoption of a LWRP Consistency Review Law, the City can establish the legal framework required for the review of direct and indirect actions with the LWRP. The proposed procedures for review are identified in the Local Consistency Review Law found in Appendix A of this LWRP.

The purpose of the LWRP Consistency Review Law is to provide a framework for agencies of the City to consider the policies, purposes and common interests contained in the City's LWRP when reviewing applications for actions or direct City agency actions and to assure that such actions are consistent with those policies and purposes. The procedures for consistency review are intended to ensure that all of the policies of the City's LWRP are considered, to the greatest extent possible, in the formulation or a proposed action. Timing for review by the Waterfront Advisory Committee will be established so as to avoid delays in the permitting process. All proposals for land development in the Waterfront Revitalization Area are subject to the City's land use regulations, in addition to the policies set forth in the Local Waterfront Revitalization Program for the City of Jamestown.

ZONING

The City of Jamestown is currently divided into the following zoning districts:

- L-C: Land Conservation
- R-1: Single-Family Residential
- R-2: Two-Family Residential
- R-C: Multiple-Family Residential and Professional Office
- C-1: Neighborhood Commercial
- C-2: Community Commercial
- C-3: Central Business – Downtown
- C-4: Central Commercial
- C-M: Service and Highway Commercial
- L-M: Light Manufacturing
- M: Manufacturing

The City’s Zoning Code describes the permitted uses of land within each zoning district, permitted structures, minimum lot sizes, and required setbacks. The City

also has a Historic Overlay District to serve as a supplement to the underlying zoning districts. The intent of this district is 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 City of Jamestown has recently undertaken a separate project to review and update Chapter 300, Zoning, in an effort to continue the efforts to implement various plans and initiatives. The intent of the City's Code is:

> *"It is the purpose and intent of this chapter (Chapter 300) to require that all future public and private development within the City of Jamestown be required to conform to the regulations of this chapter for the purpose of promoting public health, safety and general welfare and prescribing the most desirable use for the land in each district while conserving the value of land throughout the City."*

Furthermore, the City's zoning regulations…

> *"have been designed to preserve open space; lessen congestion in the streets; secure safety from fire, flood and other dangers; provide adequate light, air and convenience of access; and facilitate the adequate provision of transportation, water, sewage, schools, parks and other public services. Such regulations have been made with reasonable regard, among other things, to the character of each district and its suitability for particular uses as well as the value of buildings, land and uses to promote the most appropriate use of land throughout the City of Jamestown."*

These ideas are consistent with the intent of the LWRP, and a number of the existing zoning regulations address waterfront development, as described in Section 5.1 above. However, to fully support the policies set forth in Section III and to implement the proposed actions and projects presented in Section IV, additional design guidelines for waterfront development should be incorporated into the zoning updates, including:

- **Riparian Transition Zone Overlay** – As described in Section IV, the River corridor should have a development/riparian transition zone overlay that defines riparian transition zones along both banks of the river where living infrastructure design strategies help to improve habitat for turtles and other local wildlife, treat stormwater, increase tree canopy, and decrease paved surfaces. In the **Lake Outlet District**, the **Industrial Heritage Corridor**, and the **East End Industrial Corridor,** the riparian transition zone may take the form of a vegetated riparian buffer while in the **Downtown District** the City intends to discourage such buffers.

- In the **Downtown District**, the City intends to encourage public access via paved trails and other hardscaping techniques. The City's focus of waterfront development in this District is direct access to the water. Commercial development such as cafes and restaurants would be allowed to place patios or other types of direct and/or scenic view access immediately adjacent to the River. In addition to hardscaping, landscaped vegetation could be installed and would generally consist of manicured grasses and maintained flower beds and shrubbery. Where appropriate, stormwater management techniques should be incorporated into the waterfront development in this District.

- In the **Lake Outlet District**, the **Industrial Heritage Corridor**, and the **East End Industrial Corridor,** the City intends to foster the development of riparian buffers. A riparian buffer is a permanent naturally vegetated area located adjacent to a stream, river, lake, pond or wetland. Riparian buffers provide important habitat and shelter for native aquatic and terrestrial wildlife, capture and filter stormwater runoff, and serve as "rights-of-way" for dynamic stream and river systems. Their conservation and protection is critical to watershed health and management. The wider the buffer, the more benefit it provides in terms of wildlife habitat, water temperature modulation, protection from nonpoint sources of pollution, flood mitigation, sediment removal, and bank stabilization. However, these benefits must be balanced with the benefits of economic development along the waterfront.

  The Ecological Conditions and Living Infrastructure Framework (Supporting Document 2) provides a description of the recommended buffers along the Chadakoin River. In dense urban areas like the City of Jamestown, the design of riparian buffers may vary due to a variety of constraints, such as property ownership, existing development and infrastructure and economic development concerns. In these areas, every effort should be made to integrate living infrastructure into the urban landscape within the riparian buffer to provide habitat, stormwater runoff treatment, and river protection. Where possible, an enhanced wooded (vegetation only) buffer is the preferred approach.

- **Mixed Uses** – One of the primary goals of development of the waterfront is to create a better connection between people and the waterfront. Zoning changes that foster such connections should be considered and incorporated into the City's code. Because allowing mixed use development

along the waterfront provides an opportunity to create such connections, a mixed-use district or a type of overlay district within the City of Jamestown Waterfront Revitalization Area should be considered.

- **Multi-Family** – The findings of the Market Analysis (Supporting Document 1) suggest that a limited service hotel could work in the City. Additionally, the Market Analysis concluded that new, multi-unit residences are needed in the City. These finding converge with the community's desire to bring people to the waterfront. Therefore, zoning that allows for multi-family development within the City of Jamestown Waterfront Revitalization Area should be considered.

- **Site Plan Approval** – The Zoning Code includes requirements for the review and approval of site development actions. This part of the Zoning Code should be revised to include the requirement to adhere to the LWRP in order to foster the development of the City of Jamestown Waterfront Revitalization Area in accordance with the plans described herein.

- **Stormwater** – To improve water quality within the Chadakoin River, the City of Jamestown's stormwater regulations could be enhanced to better regulate stormwater discharges from land development activities in order to control and minimize increases in stormwater runoff rates and volumes, soil erosion, stream channel erosion and nonpoint source pollution associated with stormwater runoff.

5.3 OTHER PUBLIC AND PRIVATE ACTIONS NECESSARY TO IMPLEMENT THE LWRP

As with many municipalities across the Country, the City of Jamestown does not have ample funding to take on multiple large revitalization and redevelopment projects using only local funding. The formation, maintenance, and expansion of partnerships with state and federal funding agencies and local, regional, and national foundations are a key to the ultimate success of the revitalization of the City's waterfront. Without funding from outside sources, many of the proposed projects will have little chance of reaching fruition. Therefore, the City must continue its diligent pursuit of partnerships and funding for the LWRP.

Additionally, and even more importantly, the involvement of the private sector is critical to the success of the City of Jamestown Waterfront Revitalization Area. The private investment in properties along the waterfront will serve to reinvigorate use of the waterfront, bringing people to the River and providing employment opportunities and increasing the tax base. The City will need to work with private

developers and landowners to bring in the much needed private investment, and include local, regional, state, and federal development agencies to assist in securing this private investment.

5.4 MANAGEMENT STRUCTURE FOR IMPLEMENTING THE LWRP

A number of City of Jamestown entities are responsible for management and coordination of the LWRP and are directly involved in ensuring that consistency reviews are completed for projects within the Jamestown Waterfront Revitalization Area. These agencies or officials, with their responsibilities are:

- **Mayor** - The Mayor is the chief elected official of the City. As such, the Mayor is responsible for the day-to-day administration of City government. The Mayor serves as the designated principal local official for management and coordination, including the monitoring of State and Federal actions for consistency with the LWRP.

- **City Clerk** - The City Clerk will be responsible for handling correspondence, communications, and record keeping for City government actions pertaining to implementation of the LWRP.

- **City Council** - The City Council is Jamestown's policy-making body. The Council plays a key role in the development and funding of municipal programs and services. The Council has the sole power to adopt and amend legislation. The City Council will serve as the designated lead agency for setting policy regarding implementation of the LWRP.

- **Planning Commission** - The Planning Commission shall provide input to the Mayor and Common Council on the prioritization of LWRP projects and activities and will, as provided for in the City's existing local laws and regulations, provide detailed review of projects under subdivision, site plan and related review and approval devices. The Planning Commission will also provide a suitable forum for local community input on the LWRP matters. Under the Local Environmental Quality Review Law, the Commission is allowed to make consistency determinations regarding development in the Waterfront Revitalization Area in reference to the LWRP.

- **Department of Development** – The Director of the Department of Development will serve as the LWRP Implementation Coordinator and will be responsible for:

    - Grant writing and administration of funding for LWRP projects;

  - Identification of prioritized activities and projects and their implementation;
  - Providing technical and financial assistance to private sector participants;
  - Technical project review regarding compatibility of proposed projects with the LWRP and SEQR policies, as well as other local laws and regulations; and
  - Staff coordination as needed for implementation efforts.

- **Department of Public Works** - The Director of Public Works is responsible for the management, maintenance, and operation of all public works and physical properties within the LWRP.

- **Jamestown Renaissance Corporation** - The JRC, as an organization that supports downtown and neighborhood revitalization, is responsible for creating the strategy for waterfront programming and the scheduling and coordination of waterfront events.

- **Riverfront Management Committee** - The Riverfront Management Committee (RMC) will advise the City Council on all matters involving the reclamation, preservation, utilization, development, public access and management of the Chadakoin River within the LWRP, and all other matters affecting the environment. The RMC will also maintain communications with the public and agencies whose programs impact the quality of the environment.

5.5 FINANCIAL RESOURCES NECESSARY TO IMPLEMENT THE LWRP

There are three main funding implications associated with implementation of the City's LWRP. These include administrative costs associated with local management of the LWRP, capital and revenue costs associated with project implementation and costs related to the maintenance and upkeep of projects.

Management costs and technical assistance support must be budgeted by the City and financed out of general revenues. This involves creating a separate budget item for the administration of the LWRP to cover the costs of consistency reviews, production of an annual report and general administrative needs.

The second funding implications involve costs associated with capital projects and the implementation of projects identified in Section IV of this Report. Although the City will need to take the lead in achieving the implementation of these projects, it is unlikely that the City will be able to provide the financial resources necessary to

implement these projects without significant, additional assistance from other entities or as part of a public/private partnership.

A key element in obtaining funding from outside sources is the ability of the City to provide a local match. This match is essential in leveraging money from both the public and private sector. The local match can generally take a number of different forms, including funding from the City, the provision of materials or labor from the City and the use of volunteers and staff time to provide a monetary equivalent. It is also advantageous to link LWRP projects with other capital improvement projects that are current, or planned within the City, whenever possible, as it will help to stretch the benefits of limited public funding and achieve multiple objectives.

There are a number of financial resources available for the acquisition of lands; site improvements; facility development; job creation; economic development; environmental conservation; brownfield assessment and cleanup; and circulation system improvements, including pedestrian bicycle networks (see Table 23). Federal, state and local funding resources should be considered and combined for maximum benefit to the City for the implementation of recommendations and policies within this LWRP Report.

The availability of many funding sources varies greatly from year-to-year, and therefore must be monitored closely. Maintaining up-to-date information regarding qualification criteria, application schedules, requirements and procedures are necessary to take full advantage of all grant monies available.

Table 23. Potential Grant Assistance Programs

PROGRAM	PURPOSE	DUE DATE
Neighborhood / Downtown Redevelopment		
Restore NY (RSTRNY)	Provides grants for the revitalization of vacant or underutilized commercial, residential and mixed-use properties to encourage economic development and neighborhood revitalization.	Available Periodically
NY Main Street (NYMS)	Rehabilitation of commercial and residential buildings in downtown areas.	Annual
Local Waterfront Revitalization Program (LWRP)	Designed to stimulate the revitalization of municipalities adjoining designated coastal or inland waterways.	Annual
Housing		
NYS Community Development Block Grant (CDBG)	Homeownership assistance, housing rehabilitation for low and moderate income households.	Annual
Economic Development		
NYS Community Development Block Grant (CDBG)	Provides funding for public facilities, infrastructure and/or capital designed to stimulate job creation or the retention of existing employment.	Open Submission

Table 23 Continued on Next 2 Pages

Table 23. Potential Grant Assistance Programs Continued

PROGRAM	PURPOSE	DUE DATE
Environmental Remediation		
NYSDOS Brownfield Opportunity Area Program (BOA)	Provides funds for the development of revitalization plans and implementation strategies for areas or communities affected by the presence of brownfield sites, and site assessments for strategic sites.	Open Submission
USEPA Brownfield Grants (EPA)	Provides funding for brownfields assessment, cleanup, revolving loans, and environmental job training.	Annual
NYS DOS Technical Assistance Grant (TAG)	Technical assistance to help grant recipients understand existing environmental data that characterize existing sites, comment on site remedial activities and proposals, and share this information with the public.	Open Submission
Infrastructure		
NYS Community Development Block Grant (CDBG)	Water supply, sanitary sewer, storm water. Must primarily benefit households with low and moderate incomes.	Annual
NYS Environmental Facilities Corp. State Revolving Fund (EFCSRF)	Financial assistance for water supply (DWSRF) and sanitary sewer projects (CWSRF).	Varies, based on programs
NYS EFC Green Innovation Grant Program (GIGP)	Grants for projects eligible for CWSRF. Projects must conserve water, reduce runoff, or reduce energy use.	Periodically
Transportation		
Transportation Enhancements Program (TEP)	Provides funding for non-traditional forms of transportation (i.e. sidewalks, bicycle paths, hiking trails, etc.) designed to achieve regional transportation goals.	Available Periodically
Safe Routes to School (SRTS)	Provides funding to assist communities in developing and implementing projects that increase bicycle, pedestrian, and traffic safety.	Available Periodically
Transportation Investment Generating Economic Recovery Program (TIGER)	Provides funding to assist multi-modal, multi-jurisdictional road, rail, transit and port projects that have a significant impact on a region	Annual
Parks & Recreation		
Environmental Protection Fund (EPF)	Provides funding for acquisition and development of sites for parks and recreation use, as well as the restoration of designated historic structures and sites.	Annual
NYSOPRHP Recreational Trails Program (RTP)	A matching grant program for the acquisition, development, rehabilitation, and maintenance of trails and trail-related projects.	Available Periodically
Rivers, Trails, and Conservation Assistance Program (RTCAP)	Provides technical assistance to locally-led outdoor recreation projects, including trails, rivers, and parks.	Open Submission
Local Waterfront Revitalization Program (LWRP)	Waterfront facilities in municipalities adjoining designated coastal or inland waterways.	Annual

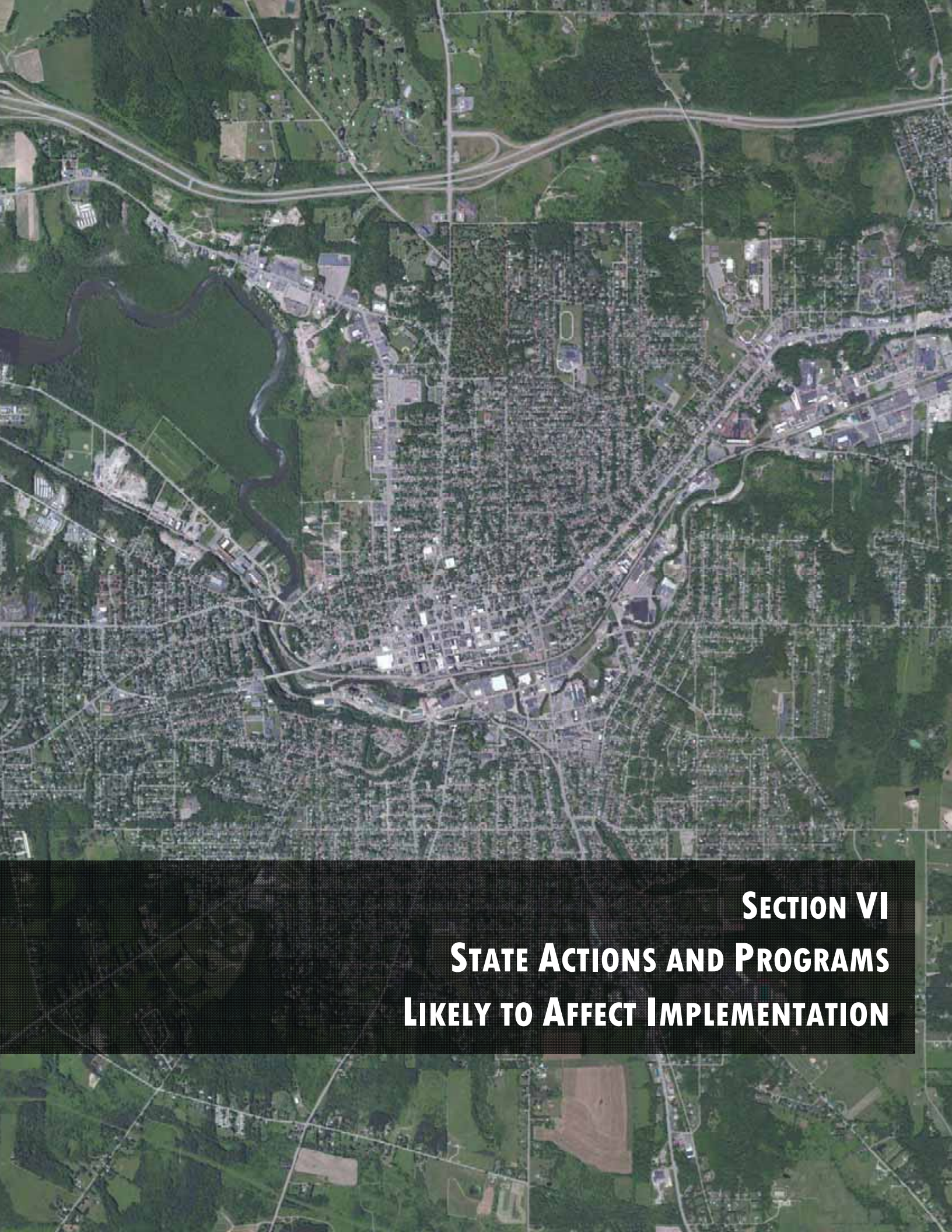
Table 23 Continued on Next Page

Table 23. Potential Grant Assistance Programs Continued

PROGRAM	PURPOSE	DUE DATE
Natural & Environmental Enhancements		
US Department of Agriculture (USDA)	Various grant programs that provide funding for invasive species management and eradication.	Annual
NOAA Habitat Restoration Grants (NOAA)	Various grant programs that fund restoration of fishing habitat, floodplains, riparian zones, wetlands, as well as education and outreach programs.	Annual
US Fish and Wildlife Service Grants (USFWS)	Various grant programs that fund restoration of habitat and wetlands.	Annual
National Fish and Wildlife Foundation (NFWF)	Provides funding on a competitive basis to projects that sustain, restore, and enhance our nation's fish, wildlife, and plants and their habitats. Other funding sources include invasive species eradication programs.	Annual
Planning		
Community Development Block Grant Technical Assistance (CDBGTA)	Planning assistance for area-wide, neighborhood, downtown, and infrastructure projects.	Available Periodically
Local Waterfront Revitalization Program (LWRP)	For municipalities adjacent to designated coastal or inland waterways. Visioning, local or regional revitalization strategies, and waterfront management plans.	Annual
Council on the Arts (COTA)	Provides funding for projects related to planning and community design, design of public spaces (including plazas), open space planning, streetscapes, and transportation linkages.	Annual

5.6 LOCAL REGULATORY CHANGES

Zoning and local law changes are the responsibility of the City of Jamestown, the majority of which are included in the annual budget for the Department of Development.



Section VI
State Actions and Programs Likely to Affect Implementation

SECTION VI – STATE ACTIONS AND PROGRAMS LIKELY TO AFFECT IMPLEMENTATION

State[2] actions will affect and be affected by implementation of a Local Waterfront Revitalization Program (LWRP). Under State law, certain State actions within or affecting the local waterfront area must be "consistent" or "consistent to the maximum extent practicable" with the enforceable policies and purposes of the LWRP. This consistency requirement makes the LWRP a unique, intergovernmental mechanism for setting policy and making decisions and helps to prevent detrimental actions from occurring and future options from being needlessly foreclosed. At the same time, the active participation of State agencies is also likely to be necessary to implement specific provisions of the LWRP.

Pursuant to the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), the Secretary of State notifies affected State agencies of those agency actions and programs which are to be undertaken in a manner consistent with approved LWRPs. The following section presents the list of those State actions and programs that are the subject of this notification. Additional notification guidelines are included in Appendix B.

The State Waterfront Revitalization of Coastal Areas and Inland Waterways Act requires that an LWRP identify those elements of the program which can be implemented by the local government, unaided, and those that can only be implemented with the aid of other levels of government or other agencies. Such statement shall include those permit, license, certification, or approval programs; grant, loan, subsidy, or other funding assistance programs; facilities construction; and planning programs which may affect the achievement of the LWRP.

The second part of this section is a more focused and descriptive list of State agency actions which are necessary to further implementation of the LWRP. It is recognized that a State agency's ability to undertake such actions is subject to a variety of factors and considerations; that the consistency provisions referred to above, may not apply; and that the consistency requirements cannot be used to require a State agency to undertake an action it could not undertake pursuant to other provisions of law.

[2] Federal actions and programs are not applicable since the Chadakoin River is considered an inland waterway and is not in the NYS coastal zone.

6.1 STATE PROGRAMS THAT SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

OFFICE FOR THE AGING

1.00 Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly.

DEPARTMENT OF AGRICULTURE AND MARKETS

1.00 Agricultural Districts Program
2.00 Rural Development Program
3.00 Farm Worker Services Programs
4.00 Permit and approval Programs

DIVISION OF ALCOHOLIC BEVERAGE CONTROL/ STATE LIQUOR AUTHORITY

1.00 Permit and Approval Programs:
- 1.01 Ball Park - Stadium License
- 1.02 Bottle Club License
- 1.03 Bottling Permits
- 1.04 Brewer's Licenses and Permits
- 1.05 Brewer's Retail Beer License
- 1.06 Catering Establishment Liquor License
- 1.07 Cider Producer's and Wholesaler's Licenses
- 1.08 Club Beer, Liquor, and Wine Licenses
- 1.09 Distiller's Licenses
- 1.10 Drug Store, Eating Place, and Grocery Store Beer Licenses
- 1.11 Farm Winery and Winery Licenses
- 1.12 Hotel Beer, Wine, and Liquor Licenses
- 1.13 Industrial Alcohol Manufacturer's Permits
- 1.14 Liquor Store License
- 1.15 On-Premises Liquor Licenses
- 1.16 Plenary Permit (Miscellaneous-Annual)
- 1.17 Summer Beer and Liquor Licenses
- 1.18 Tavern/Restaurant and Restaurant Wine Licenses
- 1.19 Vessel Beer and Liquor Licenses
- 1.20 Warehouse Permit
- 1.21 Wine Store License
- 1.22 Winter Beer and Liquor Licenses
- 1.23 Wholesale Beer, Wine, and Liquor Licenses

DIVISION OF ALCOHOLISM AND SUBSTANCE ABUSE SERVICES

1.00 Facilities, construction, rehabilitation, expansion, or demolition or the funding of such activities
2.00 Permit and approval programs:
- 2.01 Certificate of approval (Substance Abuse Services Program)

3.00 Permit and approval:
- 3.01 Letter Approval for Certificate of Need

3.02 Operating Certificate (Alcoholism Facility)
3.03 Operating Certificate (Community Residence)
3.04 Operating Certificate (Outpatient Facility)
3.05 Operating Certificate (Sobering-Up Station)

COUNCIL ON THE ARTS
1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
2.00 Architecture and environmental arts program.

DEPARTMENT OF BANKING
1.00 Permit and approval programs:
1.01 Authorization Certificate (Bank Branch)
1.02 Authorization Certificate (Bank Change of Location)
1.03 Authorization Certificate (Bank Charter)
1.04 Authorization Certificate (Credit Union Change of Location)
1.05 Authorization Certificate (Credit Union Charter)
1.06 Authorization Certificate (Credit Union Station)
1.07 Authorization Certificate (Foreign Banking Corporation Change of Location)
1.08 Authorization Certificate (Foreign Banking Corporation Public Accommodations Office)
1.09 Authorization Certificate (Investment Company Branch)
1.10 Authorization Certificate (Investment Company Change of Location)
1.11 Authorization Certificate (Investment Company Charter)
1.12 Authorization Certificate (Licensed Lender Change of Location)
1.13 Authorization Certificate (Mutual Trust Company Charter)
1.14 Authorization Certificate (Private Banker Charter)
1.15 Authorization Certificate (Public Accommodation Office - Banks)
1.16 Authorization Certificate (Safe Deposit Company Branch)
1.17 Authorization Certificate (Safe Deposit Company Change of Location)
1.18 Authorization Certificate (Safe Deposit Company Charter)
1.19 Authorization Certificate (Savings Bank Charter)
1.20 Authorization Certificate (Savings Bank De Novo Branch Office)
1.21 Authorization Certificate (Savings Bank Public Accommodations Office)
1.22 Authorization Certificate (Savings and Loan Association Branch)
1.23 Authorization Certificate (Savings and Loan Association Change of Location)
1.24 Authorization Certificate (Savings and Loan Association Charter)
1.25 Authorization Certificate (Subsidiary Trust Company Charter)
1.26 Authorization Certificate (Trust Company Branch)
1.27 Authorization Certificate (Trust Company-Change of Location)
1.28 Authorization Certificate (Trust Company Charter)
1.29 Authorization Certificate (Trust Company Public Accommodations Office)
1.30 Authorization to Establish a Life Insurance Agency
1.31 License as a Licensed Lender

1.32 License for a Foreign Banking Corporation Branch

OFFICE OF CHILDREN AND FAMILY SERVICES

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
2.00 Homeless Housing and Assistance Program.
3.00 Permit and approval programs:
- 3.01 Certificate of Incorporation (Adult Residential Care Facilities)
- 3.02 Operating Certificate (Children's Services)
- 3.03 Operating Certificate (Enriched Housing Program)
- 3.04 Operating Certificate (Home for Adults)
- 3.05 Operating Certificate (Proprietary Home)
- 3.06 Operating Certificate (Public Home)
- 3.07 Operating Certificate (Special Care Home)
- 3.08 Permit to Operate a Day Care Center

DEPARTMENT OF CORRECTIONAL SERVICES

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

DORMITORY AUTHORITY OF THE STATE OF NEW YORK

1.00 Financing of higher education and health care facilities.
2.00 Planning and design services assistance program.

EMPIRE STATE DEVELOPMENT/ EMPIRE STATE DEVELOPMENT CORPORATION

1.00 Preparation or revision of statewide or specific plans to address State economic development needs.
2.00 Allocation of the state tax-free bonding reserve.

EDUCATION DEPARTMENT

1.00 Facilities construction, rehabilitation, expansion, demolition or the funding of such activities.
2.00 Permit and approval programs:
- 2.01 Certification of Incorporation (Regents Charter)
- 2.02 Private Business School Registration
- 2.03 Private School License
- 2.04 Registered Manufacturer of Drugs and/or Devices
- 2.05 Registered Pharmacy Certificate
- 2.06 Registered Wholesale of Drugs and/or Devices
- 2.07 Registered Wholesaler-Re-packer of Drugs and/or Devices
- 2.08 Storekeeper's Certificate

NEW YORK STATE ENERGY RESEARCH AND DEVELOPMENT AUTHORITY

1.00 Issuance of revenue bonds to finance pollution abatement modifications in power-generation facilities and various energy projects.

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of lands under the jurisdiction of the Department.

2.00 Classification of Waters Program; classification of land areas under the Clean Air Act.
3.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
4.00 Financial assistance/grant programs:
- 4.01 Capital projects for limiting air pollution
- 4.02 Cleanup of toxic waste dumps
- 4.03 Flood control, beach erosion and other water resource projects
- 4.04 Operating aid to municipal wastewater treatment facilities
- 4.05 Resource recovery and solid waste management capital projects
- 4.06 Wastewater treatment facilities

5.00 Implementation of the Environmental Quality Bond Act of 1972, including:
- (a) Water Quality Improvement Projects
- (b) Land Preservation and Improvement Projects including Wetland Preservation and Restoration Projects, Unique Area Preservation Projects, Metropolitan Parks Projects, Open Space Preservation Projects and Waterways Projects.

6.00 Marine Finfish and Shellfish Programs.
7.00 New York Harbor Drift Removal Project.
8.00 Permit and approval programs:

<u>Air Resources</u>
- 8.01 Certificate of Approval for Air Pollution Episode Action Plan
- 8.02 Certificate of Compliance for Tax Relief - Air Pollution Control Facility
- 8.03 Certificate to Operate: Stationary Combustion Installation; Incinerator; Process, Exhaust or Ventilation System
- 8.04 Permit for Burial of Radioactive Material
- 8.05 Permit for Discharge of Radioactive Material to Sanitary Sewer
- 8.06 Permit for Restricted Burning
- 8.07 Permit to Construct: a Stationary Combustion Installation; Incinerator; Indirect Source of Air Contamination; Process, Exhaust or Ventilation System

<u>Construction Management</u>
- 8.08 Approval of Plans and Specifications for Wastewater Treatment Facilities

<u>Fish and Wildlife</u>
- 8.09 Certificate to Possess and Sell Hatchery Trout in New York State
- 8.10 Commercial Inland Fisheries Licenses
- 8.11 Fishing Preserve License
- 8.12 Fur Breeder's License
- 8.13 Game Dealer's License
- 8.14 Licenses to Breed Domestic Game Animals
- 8.15 License to Possess and Sell Live Game
- 8.16 Permit to Import, Transport and/or Export under Section 184.1 (11-0511)
- 8.17 Permit to Raise and Sell Trout

8.18 Private Bass Hatchery Permit
8.19 Shooting Preserve Licenses
8.20 Taxidermy License
8.21 Permit - Article 15, (Protection of Water) - Dredge or Deposit Material in a Waterway
8.22 Permit - Article 15, (Protection of Water) - Stream Bed or Bank Disturbances
8.23 Permit - Article 24, (Freshwater Wetlands)

Hazardous Substances

8.24 Permit to Use Chemicals for the Control or Elimination of Aquatic Insects
8.25 Permit to Use Chemicals for the Control or Elimination of Aquatic Vegetation
8.26 Permit to Use Chemicals for the Control or Extermination of Undesirable Fish

Lands and Forest

8.27 Certificate of Environmental Safety (Liquid Natural Gas and Liquid Petroleum Gas)
8.28 Floating Object Permit
8.29 Marine Regatta Permit
8.30 Navigation Aid Permit

Marine Resources

8.31 Digger's Permit (Shellfish)
8.32 License of Menhaden Fishing Vessel
8.33 License for Non-Resident Food Fishing Vessel
8.34 Non-Resident Lobster Permit
8.35 Marine Hatchery and/or Off-Bottom Culture Shellfish Permits
8.36 Permits to Take Blue-Claw Crabs
8.37 Permit to Use Pond or Trap Net
8.38 Resident Commercial Lobster Permit
8.39 Shellfish Bed Permit
8.40 Shellfish Shipper's Permits
8.41 Special Permit to Take Surf Clams from Waters other than the Atlantic Ocean
8.42 Permit - Article 25, (Tidal Wetlands)

Mineral Resources

8.43 Mining Permit
8.44 Permit to Plug and Abandon (a non-commercial, oil, gas or solution mining well)
8.45 Underground Storage Permit (Gas)
8.46 Well Drilling Permit (Oil, Gas, and Solution Salt Mining)

Solid Wastes

8.47 Permit to Construct and/or Operate a Solid Waste Management Facility
8.48 Septic Tank Cleaner and Industrial Waste Collector Permit

Water Resources

8.49 Approval of Plans for Wastewater Disposal Systems

8.50 Certificate of Approval of Realty Subdivision Plans
8.51 Certificate of Compliance (Industrial Wastewater Treatment Facility)
8.52 Letters of Certification for Major Onshore Petroleum Facility Oil Spill Prevention and Control Plan
8.53 Permit - Article 36, (Construction in Flood Hazard Areas)
8.54 Permit for State Agency Activities for Development in Coastal Erosion Hazards Areas
8.55 State Pollutant Discharge Elimination System (SPDES) Permit
8.56 Approval - Drainage Improvement District
8.57 Approval - Water (Diversions for) Power
8.58 Approval of Well System and Permit to Operate
8.59 Permit - Article 15, (Protection of Water) - Dam
8.60 Permit - Article 15, Title 15 (Water Supply)
8.61 River Improvement District Approvals
8.62 River Regulatory District Approvals
8.63 Well Drilling Certificate of Registration
8.64 401 Water Quality Certification

9.00 Preparation and revision of Air Pollution State Implementation Plan.
10.00 Preparation and revision of Continuous Executive Program Plan.
11.00 Preparation and revision of Statewide Environmental Plan.
12.00 Protection of Natural and Man-made Beauty Program.
13.00 Urban Fisheries Program.
14.00 Urban Forestry Program.
15.00 Urban Wildlife Program.

ENVIRONMENTAL FACILITIES CORPORATION

1.00 Financing program for pollution control facilities for industrial firms and small businesses.

FACILITIES DEVELOPMENT CORPORATION

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

OFFICE OF GENERAL SERVICES

1.00 Administration of the Public Lands Law for acquisition and disposition of lands, grants of land, grants of easement and issuance of licenses for land underwater, including for residential docks over 5,000 square feet and all commercial docks, issuance of licenses for removal of materials from lands under water, and oil and gas leases for exploration and development.
2.00 Administration of Article 4-B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultural significance.
3.00 Facilities construction, rehabilitation, expansion, or demolition.
4.00 Administration of Article 5, Section 233 of the Education Law regarding the removal of archaeological and paleontological objects under the waters of the State.

5.00 Administration of Article 3, Section 32 of the Navigation Law regarding location of structures in or on navigable waters.

DEPARTMENT OF HEALTH

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

2.00 Permit and approval programs:

- 2.01 Approval of Completed Works for Public Water Supply Improvements
- 2.02 Approval of Plans for Public Water Supply Improvements.
- 2.03 Certificate of Need (Health Related Facility - except Hospitals)
- 2.04 Certificate of Need (Hospitals)
- 2.05 Operating Certificate (Diagnostic and Treatment Center)
- 2.06 Operating Certificate (Health Related Facility)
- 2.07 Operating Certificate (Hospice)
- 2.08 Operating Certificate (Hospital)
- 2.09 Operating Certificate (Nursing Home)
- 2.10 Permit to Operate a Children's Overnight or Day Camp
- 2.11 Permit to Operate a Migrant Labor Camp
- 2.12 Permit to Operate as a Retail Frozen Dessert Manufacturer
- 2.13 Permit to Operate a Service Food Establishment
- 2.14 Permit to Operate a Temporary Residence/Mass Gathering
- 2.15 Permit to Operate or Maintain a Swimming Pool or Public Bathing Beach
- 2.16 Permit to Operate Sanitary Facilities for Realty Subdivisions
- 2.17 Shared Health Facility Registration Certificate

DIVISION OF HOUSING AND COMMUNITY RENEWAL AND ITS SUBSIDIARIES AND AFFILIATES

1.00 Facilities construction, rehabilitation, expansion, or demolition.

2.00 Financial assistance/grant programs:

- 2.01 Federal Housing Assistance Payments Programs (Section 8 Programs)
- 2.02 Housing Development Fund Programs
- 2.03 Neighborhood Preservation Companies Program
- 2.04 Public Housing Programs
- 2.05 Rural Initiatives Grant Program
- 2.06 Rural Preservation Companies Program
- 2.07 Rural Rental Assistance Program
- 2.08 Special Needs Demonstration Projects
- 2.09 Urban Initiatives Grant Program
- 2.10 Urban Renewal Programs

3.00 Preparation and implementation of plans to address housing and community renewal needs.

HOUSING FINANCE AGENCY

1.00 Funding programs for the construction, rehabilitation, or expansion of facilities.

2.00 Affordable Housing Corporation

JOB DEVELOPMENT AUTHORITY
1.00 Financing assistance programs for commercial and industrial facilities.

MEDICAL CARE FACILITIES FINANCING AGENCY
1.00 Financing of medical care facilities.

OFFICE OF MENTAL HEALTH
1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
2.00 Permit and approval programs:
- 2.01 Operating Certificate (Community Residence)
- 2.02 Operating Certificate (Family Care Homes)
- 2.03 Operating Certificate (Inpatient Facility)
- 2.04 Operating Certificate (Outpatient Facility)

OFFICE OF MENTAL RETARDATION AND DEVELOPMENT DISABILITIES
1.00 Facilities construction, rehabilitation, expansion, or demolition, or the funding of such activities.
2.00 Permit and approval programs:
- 2.01 Establishment and Construction Prior Approval
- 2.02 Operating Certificate Community Residence
- 2.03 Outpatient Facility Operating Certificate

DIVISION OF MILITARY AND NAVAL AFFAIRS
1.00 Preparation and implementation of the State Disaster Preparedness Plan.

NATURAL HERITAGE TRUST
1.00 Funding program for natural heritage institutions.

OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION (including Regional State Park Commission)
1.00 Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Office.
2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
3.00 Funding program for recreational boating, safety and enforcement.
4.00 Funding program for State and local historic preservation projects.
5.00 Land and Water Conservation Fund programs.
6.00 Nomination of properties to the Federal and/or State Register of Historic Places.
7.00 Permit and approval programs:
- 7.01 Floating Objects Permit
- 7.02 Marine Regatta Permit
- 7.03 Navigation Aide Permit
- 7.04 Posting of Signs Outside State Parks

8.00 Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation or related purposes.

9.00 Recreation services program.
10.00 Urban Cultural Parks Program.

POWER AUTHORITY OF THE STATE OF NEW YORK
1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Authority.
2.00 Facilities construction, rehabilitation, expansion, or demolition.

NEW YORK STATE SCIENCE AND TECHNOLOGY FOUNDATION
1.00 Corporation for Innovation Development Program.
2.00 Center for Advanced Technology Program.

DEPARTMENT OF STATE
1.00 Appalachian Regional Development Program.
2.00 Coastal Management Program.
3.00 Community Services Block Grant Program.
4.00 Permit and approval programs:
- 4.01 Billiard Room License
- 4.02 Cemetery Operator
- 4.03 Uniform Fire Prevention and Building Code

STATE UNIVERSITY CONSTRUCTION FUND
1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

STATE UNIVERSITY OF NEW YORK
1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the University.
2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

THRUWAY AUTHORITY /CANAL CORPORATION/CANAL RECREATIONWAY COMMISSION (regional agency)
1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land and other resources under the jurisdiction of the Thruway Authority, Canal Corporation, and Canal Recreationway Commission.
2.00 Facilities construction, rehabilitation, expansion, or demolition.
3.00 Permit and approval programs:
- 3.01 Advertising Device Permit
- 3.02 Approval to Transport Radioactive Waste
- 3.03 Occupancy Permit
- 3.04 Permits for use of Canal System lands and waters.

4.00 Statewide Canal Recreationway Plan

DEPARTMENT OF TRANSPORTATION
1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.

2.00 Construction, rehabilitation, expansion, or demolition of facilities, including, but not limited to:
- (a) Highways and parkways
- (b) Bridges on the State highways system
- (c) Highway and parkway maintenance facilities
- (d) Rail facilities

3.00 Financial assistance/grant programs:
- 3.01 Funding programs for construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)
- 3.02 Funding programs for development of the ports of Albany, Buffalo, Oswego, Ogdensburg, and New York
- 3.03 Funding programs for rehabilitation and replacement of municipal bridges
- 3.04 Subsidies program for marginal branchlines abandoned by Conrail
- 3.05 Subsidies program for passenger rail service

4.00 Permits and approval programs:
- 4.01 Approval of applications for airport improvements (construction projects)
- 4.02 Approval of municipal applications for Section 18 Rural and Small Urban Transit Assistance Grants (construction projects)
- 4.03 Approval of municipal or regional transportation authority applications for funds for design, construction and rehabilitation of omnibus maintenance and storage facilities
- 4.04 Approval of municipal or regional transportation authority applications for funds for design and construction of rapid transit facilities
- 4.05 Certificate of Convenience and Necessity to Operate a Railroad
- 4.06 Highway Work Permits
- 4.07 License to Operate Major Petroleum Facilities
- 4.08 Outdoor Advertising Permit (for off-premises advertising signs adjacent to interstate and primary highway)
- 4.09 Real Property Division Permit for Use of State-Owned Property

5.00 Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.

6.00 Water Operation and Maintenance Program--Activities related to the containment of petroleum spills and development of an emergency oil-spill control network.

URBAN DEVELOPMENT CORPORATION and its subsidiaries and affiliates

1.00 Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Corporation.

2.00 Planning, development, financing, construction, major renovation or expansion of commercial, industrial, and civic facilities and the provision of technical assistance or financing for such activities, including, but not limited to, actions under its discretionary economic development programs such as the following:
- (a) Tax-Exempt Financing Program

(b) Lease Collateral Program
(c) Lease Financial Program
(d) Targeted Investment Program
(e) Industrial Buildings Recycling Program

3.00 Administration of special projects.
4.00 Administration of State-funded capital grant programs.

DIVISION OF YOUTH

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding or approval of such activities.

6.2 STATE PROGRAMS NECESSARY TO FURTHER THE LWRP

OFFICE OF GENERAL SERVICES

Prior to any development occurring in the water or on the immediate waterfront, OGS should be consulted for a determination of the State's interest in underwater or formerly underwater lands and for authorization to use and occupy these lands.

DEPARTMENT OF ECONOMIC DEVELOPMENT

1. Any action or provision of funds for the development or promotion of tourism related activities or development.
2. Any action involving the Seaway Trail.
3. Assistance is needed for the preparation of economic feasibility studies for the reuse of various deteriorated and unutilized structures, as well as for the siting or improvement of public facilities.

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

1. Planning, development, construction, major renovation, or expansion of facilities in waterfront, including recreational improvement projects.
2. Advance assistance under the Small Communities and Rural Wastewater Treatment Grant Program and a subsequent construction grant subsidy.
3. Review of actions within National Register Districts pursuant to SEQR.
4. Investigation and remediation of brownfield sites through the Environmental Restoration Program and the Brownfield Cleanup Program.

DIVISION OF HOUSING AND COMMUNITY RENEWAL

1. Provision of funding under the Rural Preservation Company Program.
2. Approval of funding for Rural Area Revitalization Program projects.

JOB DEVELOPMENT AUTHORITY

1. Provision of low interest mortgage loans to local non-profit development corporations to finance commercial and industrial facilities.

OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

1. Planning, development, construction, major renovation or expansion of recreational facilities or the provision of funding for such facilities.

2. Provision of funding for State and local activities from the Land and Water Conservation Fund.
3. Planning, development, implementation or the provision of funding for recreation services programs.
4. Certification of properties within districts listed on the National Register of Historic Places.
5. Provision of funding for State and local historic preservation activities.
6. Review of Type I actions affecting a property listed on the National Register of Historic Places.
7. Activities under the Urban Cultural Park program.

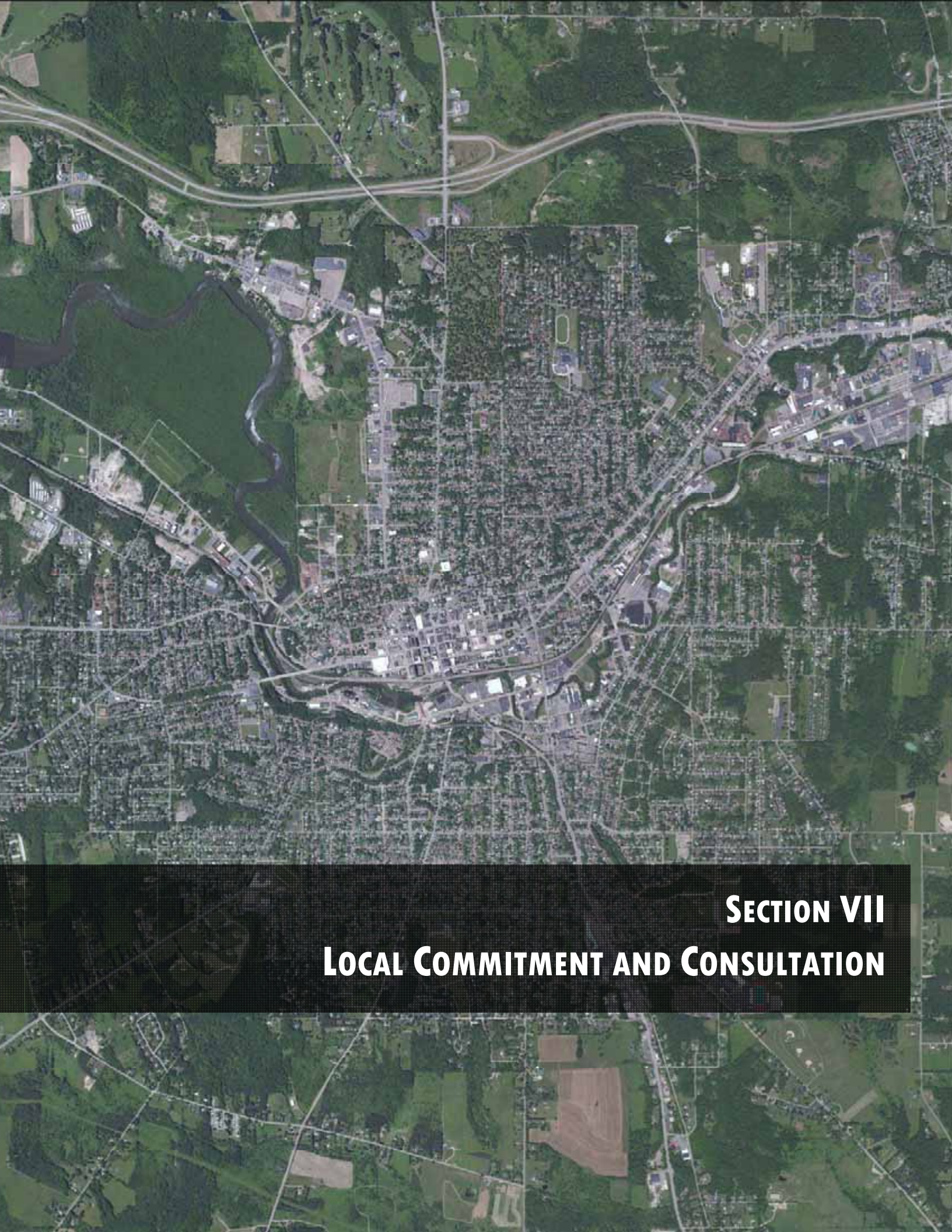
DEPARTMENT OF STATE

1. Provision of funding for the implementation of an approved LWRP.
2. Provision of funding under the Community Services Block Grant program.

DEPARTMENT OF TRANSPORTATION

1. Assistance for street repairs through the Consolidated Highway Improvements Program.

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Section VII
Local Commitment and Consultation

SECTION VII – LOCAL COMMITMENT AND CONSULTATION

7.1 LOCAL COMMITMENT

In the spring of 2012, the City of Jamestown established a Steering Committee (the Waterfront Advisory Committee) to oversee the development of the City's Local Waterfront Revitalization Program. The Waterfront Advisory Committee and project responsibility was largely undertaken through the City's Department of Development. Representatives from the Department served as the primary contacts during the project development and played an integral leadership role, including the organization of the Waterfront Advisory Committee. The selected Waterfront Advisory Committee membership reflects a range of expertise, interests and experience, including public works, environmental, economic development, private landowners, and the local business community.

With respect to preparation of the draft Local Waterfront Revitalization Program, the Waterfront Advisory Committee met on a regular basis with the designated consultant to review the various sections of the LWRP Report and offer comments and suggestions. The City offered the financial resources needed to secure the consultant selected to complete the LWRP Report, as well as provided considerable time for the review of the document. The City also attended Steering Committee meetings, focus group sessions and public open houses, and staff resources were utilized to provide all necessary information needed for the document. In addition to the regular Committee meetings, the City maintained contact with their designated representative from the NYS Department of State throughout the planning process, in order to maintain open communications regarding the progress of the draft document.

The City is dedicated to the development and improvement of their waterfront and is currently involved in enhancement efforts in addition to the LWRP. Recent efforts undertaken within the City include the continued expansion of the Riverwalk and many other infrastructure improvements.

7.2 CONSULTATION

LOCAL WATERFRONT REVITALIZATION PROGRAM PROMOTION

From the start of the Jamestown LWRP project, the Waterfront Advisory Committee worked to ensure that the project was well publicized. A Community Participation & Visioning Plan was developed for the project to create awareness of the project,

engage public participation, and to communicate and educate the public about the benefits of the Study. As part of these efforts, press releases were created for public meetings and appropriate media were notified. Local media including the Jamestown Post Journal, WRFA 107.9 FM Radio for the Arts, and YNN Cable 8 News attended meetings and provided stories on the project.

To complement and support the Community Participation & Visioning Plan, a project website, www.ChadakoinRevitalization.com, was created. The website provided information on the project so residents and businesses could review meeting minutes, agendas, public presentations, maps, LWRP information, steering committee members and the latest press releases and news stories regarding the Jamestown LWRP. Contact information was also provided on the website as well as opportunities for public input.

PUBLIC MEETINGS

Project public meetings were held on April 24, 2012 and October 2, 2012. The first meeting was held to describe the project to the community and to begin to obtain input on the Study. The purpose of this meeting was to introduce the public to the project, the State's Local Waterfront Revitalization Program, and inform those in attendance of the various methods by which the community could obtain project information and provide input. The October 2, 2012 meeting relayed the inventory results, the information obtained during stakeholder engagement, and the preliminary findings of the various project analyses. Each meeting also included the acquisition of public input through various question and answer methods.

The meetings were held at the Jackson Center on East Fourth Street and were advertised to the public through the local newspaper, mass e-mailings, fliers, and the project's website. Attendance at the first meeting exceeded 75 people while the second meeting was attended by more than 25 people.



Public Meeting – April 24, 2012.

STEERING COMMITTEE MEETINGS

Waterfront Advisory Committee (Steering Committee) meetings were held periodically during the course of the project, starting in February 2012. The meetings were held at the Lillan Vitanza Ney Renaissance Center and were designed to inform members of the progress of the Study and to obtain input on the direction of the project, information regarding the Study Area and local priorities, and feedback on the findings. The Waterfront Advisory Committee consisted of approximately 15 individuals representing the City of Jamestown, the Department of Public Works, the Board of Public Utilities, the Jamestown Renaissance Corporation, the Chautauqua Watershed Conservancy, Jamestown Community College, the Gebbie Foundation, local businesses and property owners, and partners such as the Department of State and the Department of Environmental Conservation. Key issues that the Waterfront Advisory Committee reviewed and provided guidance on included the creation of the Study Area boundaries; selection of strategic sites; and identification of proposed projects.



Waterfront Advisory Committee Meeting – April 25, 2012.

STAKEHOLDER ENGAGEMENT

An initial series of stakeholder interviews were conducted during the early phases of the LWRP Study on April 24 and 25, 2012. Stakeholders were presented with a basic description of the project and then had the opportunity to ask questions and offer comments. Each stakeholder generally outlined their own and their agency's/organization's role within the community and then discussed strengths, weaknesses, opportunities, and threats within the City of Jamestown Waterfront Revitalization Area. Land uses and key development sites were also identified.

The initial series of stakeholder interviews was a great success and 17 agencies/organizations were represented. Participants included the Mayor of

Jamestown and representatives of the Jamestown Urban Renewal Agency, the Jamestown Department of Public Works, the Board of Public Utilities, the Jamestown Renaissance Corporation, Jamestown Community College, the Chautauqua County IDA, the Chautauqua County Department of Planning and Economic Development, the Chautauqua County Health Network, the Chautauqua Watershed Conservancy, the New York State Department of Environmental Conservation, the Gebbie Foundation, the Health Care Action Team, the Lucy Desi Center for Comedy, and several local development corporations and business owners.

Additional stakeholder interviews were held throughout the project as the need arose. Participants at these later interviews included representatives of the City Council, the Downtown Jamestown Development Corporation, the Resource Center, the Chautauqua County Department of Planning and Economic Development, the New York Business Development Corporation, and the WNYP railroad.

APPENDICES

Appendix A: Consistency Law and Review Form

Appendix B: Guidelines for Notification and Review

Appendix C: Determination of Significance and Compliance with SEQR

SUPPORTING DOCUMENTS (ON COMPACT DISC)

Document 1: Economic and Market Analysis

Document 2: Ecological Conditions and Living Infrastructure Framework

Document 3: Urban Design Analysis

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