SUPPORTING DOCUMENT 3:
URBAN DESIGN ANALYSIS

TECHNICAL MEMO:

TO: Dan Riker, LaBella PC

FROM: David Spillane and Amy Kohn (Goody Clancy)

RE: Jamestown BOA/LWRP urban design analysis

DATE: August 31, 2012

As part of the LaBella Associates team for the Chadakoin River Revitalization Study – a combined Brownfield Opportunity Area (BOA) / Local Waterfront Revitalization Program (LWRP) initiative – Goody Clancy has prepared an urban design analysis of the BOA/LWRP study area. This analysis is informed by a review of prior planning documents including the Jamestown Urban Design Plan and the Chadakoin Riverfront Reclamation Study, participation in a public meeting, two days of stakeholder interviews, and two days of field study.

This assessment is intended to complement analyses being undertaken by other members of the team, addressing market and economic conditions, environmental and infrastructure factors, and planning and regulatory conditions. Ultimately all of these perspectives will be evaluated together and will provide a foundation for shaping BOA/LWRP recommendations.

The urban design analysis identifies:

- **Opportunity Zones:** Areas that contain a concentration of major community and/or economic assets, and where near-term efforts could yield tangible benefits.
- **Key development sites**: Development sites, largely located within Opportunity Zones, selected for their potential to:
    - Reinforce existing successes and anchors;
    - Improve access to the River; and/or
    - Support growth within economic "hubs": downtown, the emerging medical district, and the industrial corridor on the city's east side
- **Future Riverwalk segments:** Locations where future segments of the Riverwalk might be established as priorities, advancing the community's long-term goal of continuous public access along the River from Chautauqua Lake to downtown.

Opportunity Zones, key development sites, and future Riverwalk segments are identified within the *Jamestown BOA/LWRP Urban Design Analysis Diagrams.* **Diagram 1** serves as a summary diagram for

the full LWRP/BOA study area. **Diagrams 2, 3, and 4** each focus more closely on one portion of the study area.

Because the BOA/LWRP study area has distinctly different characteristics along the length of the River from a land use, economic and community perspective, for the purposes of this urban design analysis, the study area is considered in the following three segments:

- McCrea Point-Chadakoin Park Area (western segment): This portion of the study area extends from the edge of the city to the West Third Street bridge, and includes two major parks (McCrea Point and Chadakoin Park). *Shown in Diagram 2.*

- Downtown and Medical Area (central segment): This portion of the study area extends from the West Third Street bridge to just past Foote Avenue. This area includes portions of both downtown and the emerging medical district. *Shown in Diagram 3.*

- East End Industrial Area (eastern segment): This portion of the study area extends from just east of Foote Avenue to Tiffany Avenue. It includes a mix of industrial and non-retail commercial activities, and is part of a larger regional industrial corridor. *Shown in Diagram 4.*

The section that immediately follows summarizes key findings of this analysis. The remaining sections of this memo provide, for each segment of the study area noted above, a discussion of land use; character and use of the River; key assets; Opportunity Zones; key development sites; and potential near- and mid-term opportunities for Riverwalk expansion.

Summary of Findings

Initial findings of the urban design analysis can be summarized follows:

Recent successes provide a foundation for unlocking further successes.
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. 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.

- **Active public use of the Riverwalk and the riverfront parks is a credit to City staff, who do 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.

<u>The study area includes a substantial inventory of vacant or underutilized land and buildings, reflecting a gap between market demand and available land.</u>

If future investments are widely dispersed throughout the district, there is a risk that the impact of these improvements will be diluted. A more targeted approach that generally seeks to focus on investment in a defined number of clusters would enable the community to maximize the potential impact of new investment.

- **The Chadakoin River Revitalization Study is an opportunity to focus on places (areas, sites, and linkages) with near-term potential to catalyze both a more accessible riverfront *and* renewed investment – where community benefits are likely to be greatest.** The State of New York LWRP (Local Waterfront Revitalization Program) is intended to help cities develop a community-supported framework for use and activity along a waterfront. The Brownfield Opportunity Area (BOA) program is intended to support identification, clean-up and redevelopment of contaminated sites. By combining these grants into a single initiative, Jamestown can plan simultaneously, in a coordinated way, for reinvestment along the riverfront and in key areas beyond.

- **Three "Opportunity Zones" have been identified as areas with significant near-term potential for positive change.** All three Opportunity Zones are already important areas for the city as a whole – because of recreation amenities, economic anchors, or both. They are places that offer access to the River; places where recent public and private investments have created a foundation for future success; and places where near-term attention could reinforce progress already made – and bring near-term community and economic benefits. Opportunity Zones may become the focus of additional urban design analysis and planning later within the study process.

  Opportunity Zones are represented within the Diagrams by red circles. One could walk from the center of each Opportunity Zone to its edge in approximately 5 minutes. The three Opportunity Zones are as follows:

  - *The McCrea Point Opportunity Zone,* which encompasses McCrea Point park, portions of Chadakoin Park, and adjacent commercial and industrial areas.

- *The Downtown Riverfront Zone*, which encompasses the heart of the downtown Riverwalk, both north and south of the River, and commercial areas along Washington and Main Streets.

- *The Medical Area Opportunity Zone,* which 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.

- **16 key development sites, some composed of several parcels, have been identified as priority near-term development opportunities**. Key development sites represent a combined total approximately 70 acres, and are generally located within Opportunity Zones. These are sites with potential to reinforce existing successes and anchors; to expand River access; and/or to **s**upport growth within economic "hubs": downtown, the emerging medical district, and the industrial corridor on the city's east side. While it is the intention of this analysis to identify a relatively limited number of sites that could become a focus for future initiatives, other sites within the study may also have potential for development – for instance, within portions of downtown north of the River, where the Jamestown Urban Design Plan already serves as a framework for development.

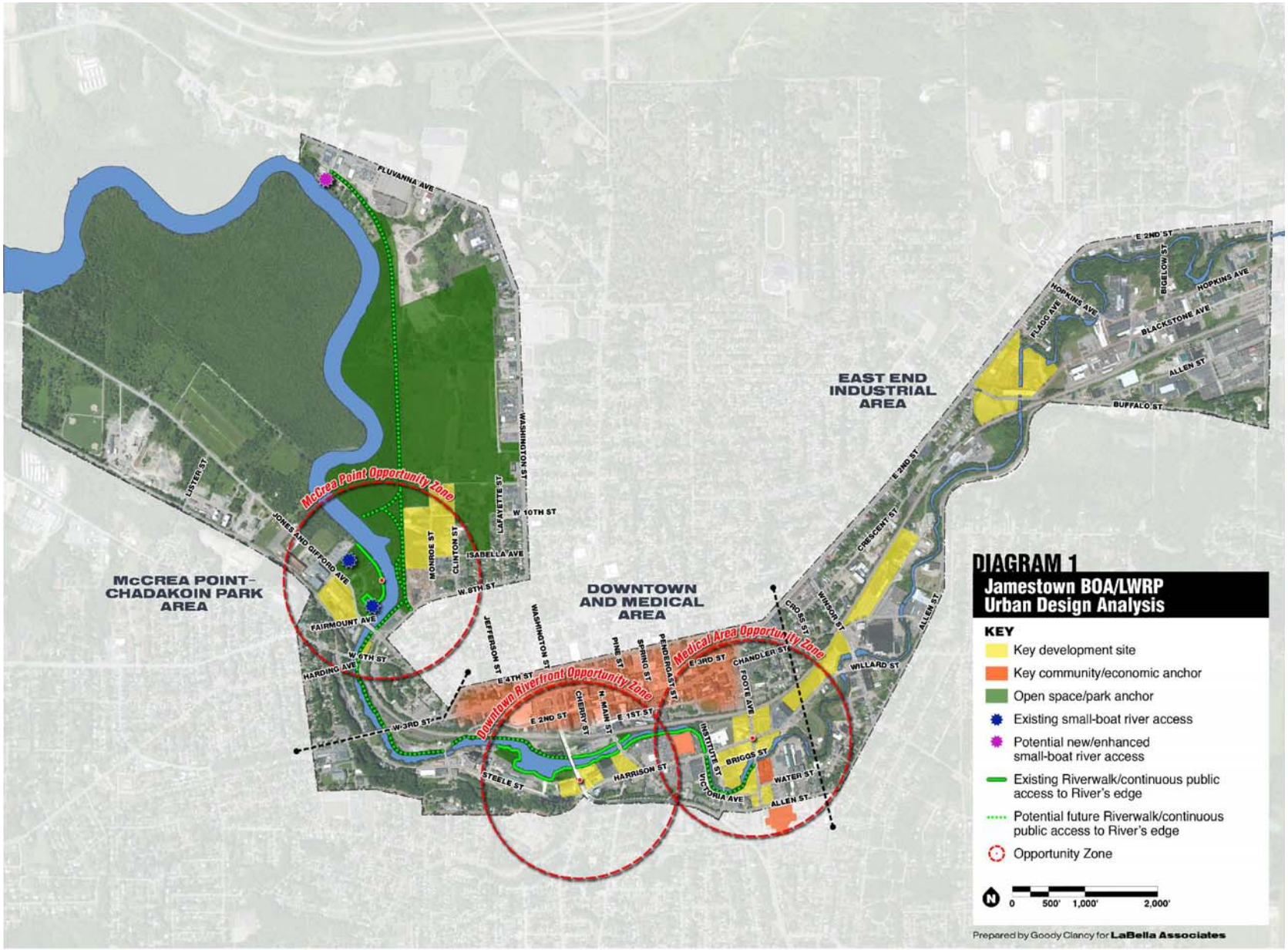
  Key development sites are shown in yellow within Diagrams. Many of the key development sites have also been identified by LaBella and City leadership as "vacant or underutilized parcels."

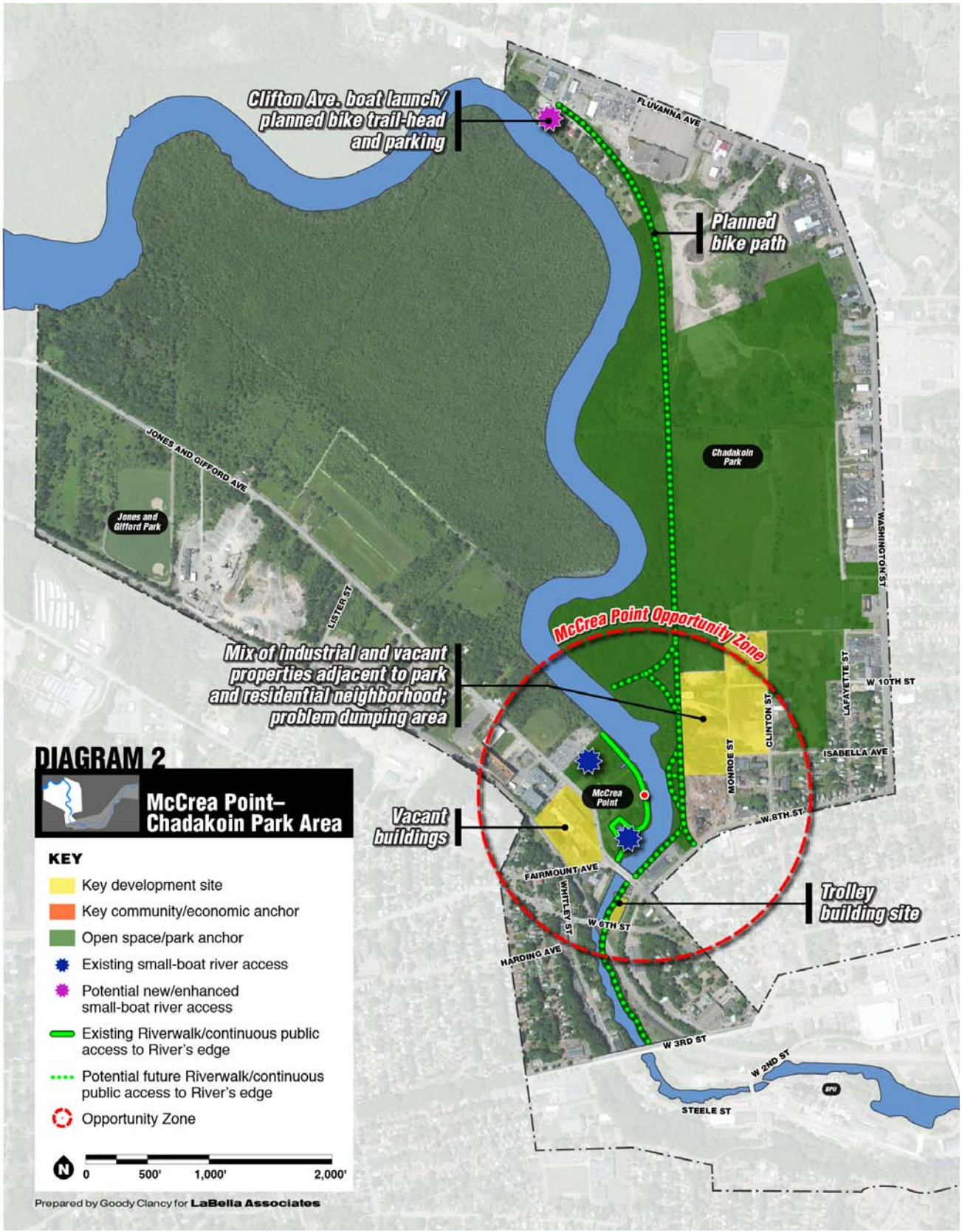
<u>While continuous public access to the River from downtown to Chautauqua Lake is a long-term community goal, near- and mid-term efforts will be important to long-term success.</u>

Efforts to expand River access in the near- and mid-term might focus on extending those segments of the Riverwalk that are already in place. In conjunction with expansion of the Riverwalk, efforts should focus on preserving the long-term viability of the system as a whole. For instance, preventing new barriers (e.g., development of incompatible uses along current or future Riverwalk segments, or construction of new buildings in future Riverwalk right-of-way) and engaging in cooperative efforts with land owners and other stakeholders to secure agreements that would ease potential longer-term expansion. The Diagrams identify potential priorities for future expansion of the Riverwalk.

- **The planned Chadakoin River Trail that will connect through Chadakoin Park linking Clifton Avenue and West 8th Street will strengthen the Chadakoin Park/McCrea Point area as a recreation destination**. The multi-use trail should be considered – and branded – as an element of the city's Riverwalk system. While not running directly along the water's the edge, the trail will provide access to natural areas along the River with spurs linking directly to the River's edge across from McCrea Point. With this step, the city would have completed two major Riverwalk segments – downtown and Chadakoin Park – and would have set the stage for completing the missing links over time.

- **Potential for water uses varies as the River changes in depth.** The segment of the River between Chautauqua Lake and McCrea Point is well-suited to support a variety of boating activities, including rowing, kayaking, canoeing and use by small motor boats. This is due to water depth, the absence of dams, and the connection to Chautauqua Lake. Three public boat launches (two at McCrea Point, one at Clifton Avenue) are located within this area. Beyond McCrea Point, the River narrows and shallows. From McCrea Point east to the Warner Dam, the River can accommodate seasonal use by shallow-water boats such as kayaks, canoes, paddle boats and pedal boats. The stretch of the River east of Warner Dam does not lend itself to boating but could accommodate fishing and passive recreation (e.g., places to sit, picnic or stroll beside the River). Publicly accessible areas of the River west of Institute Street – along the Riverwalk and at McCrea Point – already draw people for fishing and passive recreation.


McCREA POINT–
CHADAKOIN PARK
AREA
DOWNTOWN
AND MEDICAL
AREA
EAST END
INDUSTRIAL
AREA
McCrea Point Opportunity Zone
Medical Area Opportunity Zone
Downtown Riverfront Opportunity Zone
FLUVANNA AVE
LISTER ST
JONES AND GIFFORD AVE
FAIRMOUNT AVE
HARDING AVE
W 6TH ST
W 8TH ST
MONROE ST
CLINTON ST
WASHINGTON ST
LAFAYETTE ST
W 10TH ST
ISABELLA AVE
JEFFERSON ST
W 3RD ST
E 4TH ST
E 2ND ST
CHERRY ST
PINE ST
SPRING ST
N. MAIN ST
E 1ST ST
PENDERGAST ST
E 3RD ST
CHANDLER ST
FOOTE AVE
INSTITUTE ST
VICTORIA AVE
HARRISON ST
STEELE ST
BRIGGS ST
WATER ST
ALLEN ST
WILLARD ST
WINSOR ST
CROSS ST
CRESCENT ST
E 2ND ST
ALLEN ST
BUFFALO ST
HOPKINS AVE
PLAGG AVE
BLACKSTONE AVE
BIGELOW ST
E 2ND ST
DIAGRAM 1
Jamestown BOA/LWRP
Urban Design Analysis
KEY
Key development site
Key community/economic anchor
Open space/park anchor
Existing small-boat river access
Potential new/enhanced small-boat river access
Existing Riverwalk/continuous public access to River's edge
Potential future Riverwalk/continuous public access to River's edge
Opportunity Zone
N
0
500'
1,000'
2,000'
Prepared by Goody Clancy for LaBella Associates


Clifton Ave. boat launch/ planned bike trail-head and parking
Planned bike path
Chadakoin Park
Jones and Gifford Park
JONES AND GIFFORD AVE
LISTER ST
FLUVANNA AVE
WASHINGTON ST
McCrea Point Opportunity Zone
Mix of industrial and vacant properties adjacent to park and residential neighborhood; problem dumping area
Vacant buildings
Trolley building site
McCrea Point
W 10TH ST
LAFAYETTE ST
CLINTON ST
MONROE ST
ISABELLA AVE
W 8TH ST
FAIRMOUNT AVE
WHITLEY ST
W 6TH ST
HARDING AVE
W 3RD ST
W 2ND ST
STEELE ST
BPU
DIAGRAM 2
McCrea Point–Chadakoin Park Area
KEY
Key development site
Key community/economic anchor
Open space/park anchor
Existing small-boat river access
Potential new/enhanced small-boat river access
Existing Riverwalk/continuous public access to River's edge
Potential future Riverwalk/continuous public access to River's edge
Opportunity Zone
N
0
500'
1,000'
2,000'
Prepared by Goody Clancy for LaBella Associates

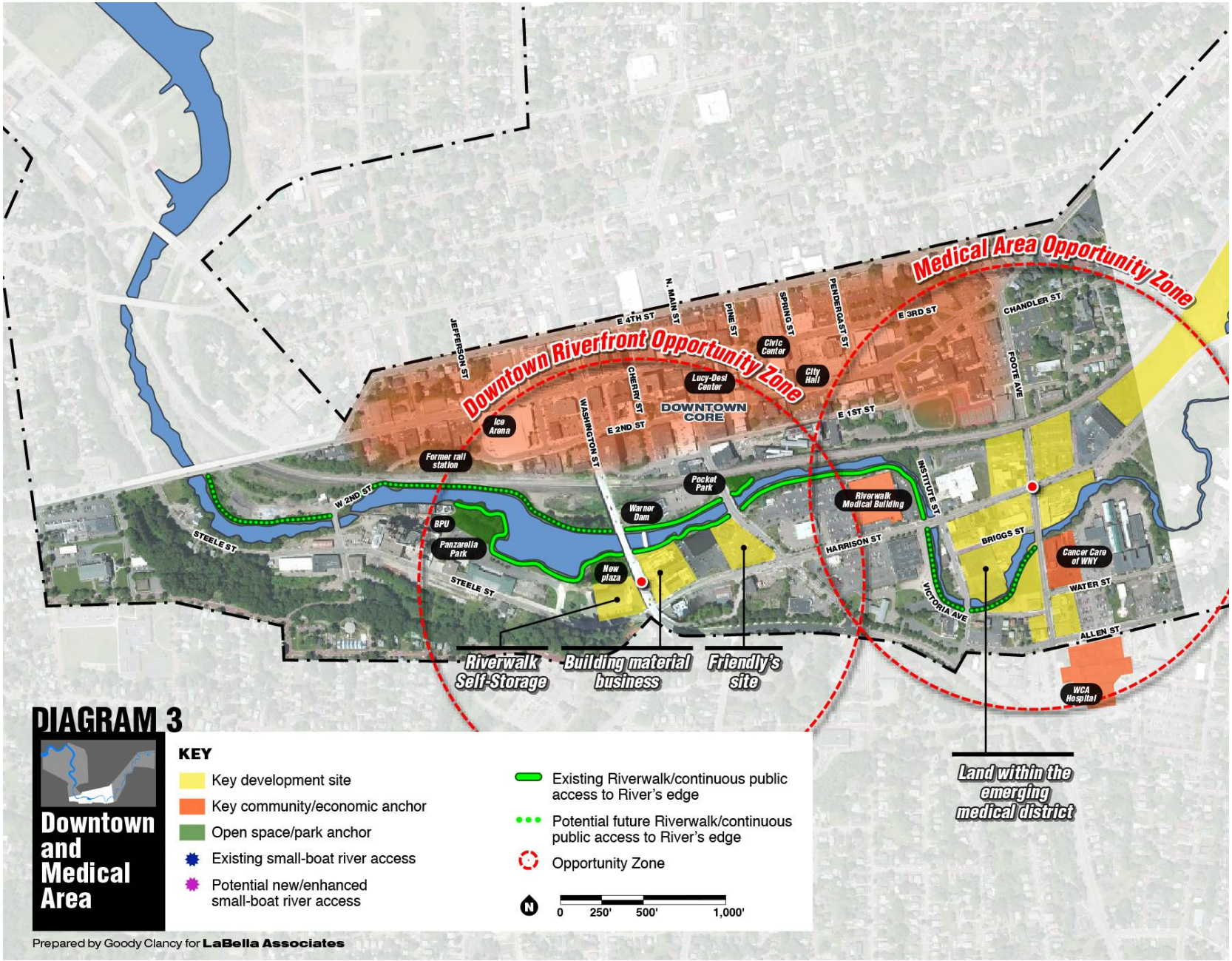


DIAGRAM 3

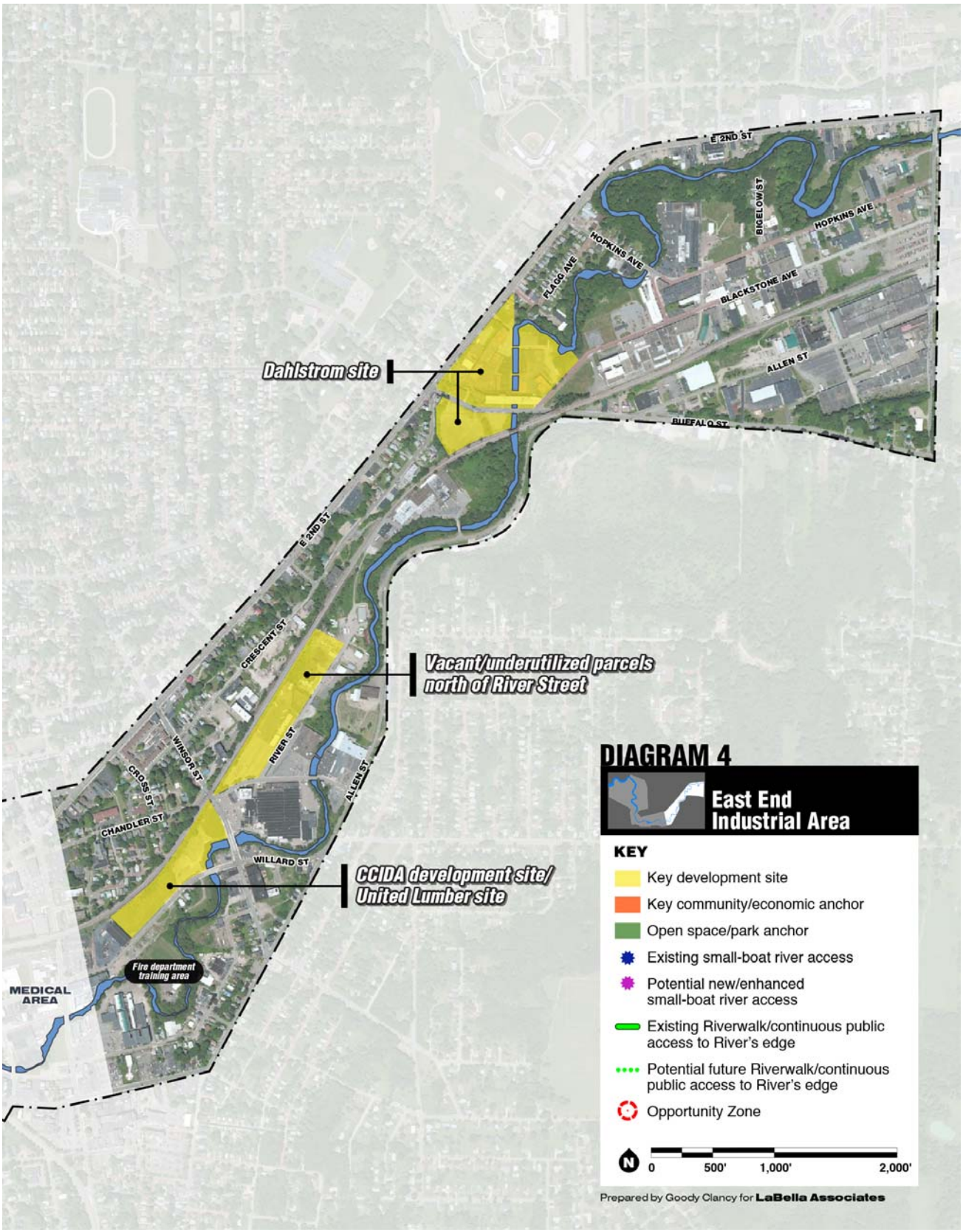
Downtown and Medical Area

KEY

- Key development site
- Key community/economic anchor
- Open space/park anchor
- Existing small-boat river access
- Potential new/enhanced small-boat river access
- Existing Riverwalk/continuous public access to River's edge
- Potential future Riverwalk/continuous public access to River's edge
- Opportunity Zone

N 0 250' 500' 1,000'

Prepared by Goody Clancy for **LaBella Associates**


Dahlstrom site
Vacant/underutilized parcels north of River Street
CCIDA development site/ United Lumber site
Fire department training area
MEDICAL AREA
E 2ND ST
BIGELOW ST
HOPKINS AVE
PLAGG AVE
BLACKSTONE AVE
ALLEN ST
BUFFALO ST
CRESCENT ST
WINSOR ST
CROSS ST
CHANDLER ST
RIVER ST
WILLARD ST
DIAGRAM 4
East End Industrial Area
KEY
Key development site
Key community/economic anchor
Open space/park anchor
Existing small-boat river access
Potential new/enhanced small-boat river access
Existing Riverwalk/continuous public access to River's edge
Potential future Riverwalk/continuous public access to River's edge
Opportunity Zone
N
0
500'
1,000'
2,000'
Prepared by Goody Clancy for LaBella Associates

McCrea Point-Chadakoin Park Area | From the edge of the city to West Third Street

Land Use & Vacancies

Within the McCrea Point-Chadakoin Park Area, approximately 80% of the land is occupied by open space – including large areas of wetlands (largely under city ownership), city-owned parkland, and privately-owned land used for muck farming (agricultural use of drained bogs). Two major public parks are located along the River within this area: 6-acre McCrea Point and 150-acre Chadakoin Park. 60-acre Jones Memorial Park is located approximately a quarter of a mile south of the River. Approximately 15% of the land area within the McCrea Point-Chadakoin Park Area is occupied by commercial or industrial uses, which are located primarily along Fluvanna Avenue and Washington Street (both primarily commercial corridors), and Jones and Gifford Avenue (primarily an industrial corridor). Several industrial and non-retail commercial businesses, including a scrap yard, are also located along Monroe and Clinton Streets south of Chadakoin Park. North of Isabella Avenue and the scrap yard, this area consists primarily of vacant parcels and parcels with vacant and derelict structures. Residential uses occupy approximately 5% of the land area McCrea Point-Chadakoin Park Area. Residential neighborhoods can be found near Chadakoin Park (adjacent to the Isabella Avenue area noted above), west of Whitley Avenue, and on Clifton Avenue.

Character and Use of the River

From McCrea Point north, this segment of the River is uniquely well-suited within Jamestown to support recreational boating due to water depth; the absence of dams; the attractive natural environment along the banks; and the connection to Chautauqua Lake. Here, the River is actively used for rowing, kayaking, and other small-boat activities. McCrea Point, located at a highly visible "hinge" in both the River and the road network, is the city's focal point for river-related recreation and boat access. A less visible small boat launch is located off Clifton Avenue. The Clifton Avenue boat launch area will also serve as the trailhead for the planned Chadakoin River Trail, and several public parking spaces will be added.

Beyond McCrea Point, the River narrows and shallows. Between McCrea Point and West Third Street – and as far east as the Warner Dam – the River can accommodate seasonal use by kayaks, canoes, paddle boats and pedal boats.

Key Assets

Within the McCrea Point-Chadakoin Park Area, the River and riverfront parks represent important assets. McCrea Point offers amenities unique among the city's riverfront parks (e.g., boat launches and public restrooms), as well a picnic pavilion, a playground and boardwalks with seasonal plantings. A city-owned building used as a Chautauqua Lake Rowing Association boat house is located along the northern

edge of the park. McCrea Point is actively used for boating, fishing, and passive recreation (e.g., sitting or strolling beside the River). The park draws people from across the community and beyond.

Chadakoin Park extends over 2/3 of a mile along the eastern bank of the Chadakoin, and serves primarily as a neighborhood park. Portions of the park between 11th and 14th Streets near Lafayette Street are well-utilized. This area includes a playground, a skateboard park, a baseball field, a picnic pavilion used for occasional citywide events, and an informal nature trail. Other areas of the park see more limited use. Currently, there are no River views or access points from the Park. However, the planned Chadakoin River Trail, a multi-use path which will extend from Clifton Avenue to 8th Street, will include trail spurs with two points of access to the River in Chadakoin Park, directly across from McCrea Point.

Opportunity Zones

- **The McCrea Point Opportunity Zone:** This Opportunity Zone encompasses an important cluster of riverfront assets (e.g., McCrea Point, Chadakoin Park the planned Chadakoin River Trail) at a highly visible, highly boat-able section of the River – just 5 to 10 minutes walk from Panzarella Park and the downtown Riverwalk. Near-term efforts could reinforce this area as Jamestown's focal point for River recreation through clean-up of poorly maintained vacant land adjacent to Chadakoin Park, and new Riverwalk links. Given the appeal of McCrea Point, there may be potential for new commercial activity on nearby parcels.

Key Development Sites & Linkages

- **Parcels along Monroe and Clinton Street, north of the scrap yard:** The area along Monroe and Clinton Streets above the scrap yard – adjacent to Chadakoin Park and a residential neighborhood – is largely occupied by poorly maintained vacant land and dilapidated buildings. The area is prone to illegal dumping. Current conditions in the Monroe-Clinton Street area have a detrimental impact on the adjacent 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.

- **Vacant Buildings across from McCrea Point:** Redevelopment of land across from McCrea Point on high-visibility Jones and Gifford Avenue for commercial uses could reinforce this area as a community destination.

- **The Trolley Building site:** Redevelopment of the former Trolley Building site could bring this riverfront parcel back to active use, helping to reinforce the McCrea Point area as a destination. Redevelopment for commercial or other types of uses could be explored. The current condition of the Trolley Building may prevent its reuse**.**

- **Expansion of the Riverwalk:** Near-term steps in longer-term Riverwalk expansion efforts - beyond construction of the planned Chadakoin River Trail and associated River access points – might include a riverfront path between Chadakoin Park and the Fairmount Avenue Bridge, which would establish a stronger connection between Chadakoin Park and McCrea Point, and a link to the planned trail. The east bank of the River may hold the highest potential for additional Riverwalk expansion within this area, which could eventually link with downtown segments of the Riverwalk. Barriers to near-term Riverwalk expansion include property ownership, the railroad right-of-way, and topography.

Please refer to Diagram 2: McCrea Point - Chadakoin Park Area for more information.







McCrea Point is Jamestown's focal point for river-oriented recreation along the Chadakoin. This park attracts people from across the city and beyond to launch small boats, fish, or sit beside the River.





Portions of Chadakoin Park – including the playground, the skateboard park, the picnic shelter, the nature trail, and a baseball field – see active use, while other portions of this large park see more limited use. The planned Chadakoin River Trail will provide a new recreation amenity that passes through the park, and that will provide points of access to the River.



The area south of Chadakoin Park, along Monroe and Clinton Streets north of Isabella Avenue, is largely occupied by vacant parcels. Illegal dumping is an ongoing challenge within this low-visibility area adjacent to the park and a residential neighborhood.



The Trolley Building is located along the River on West Eighth Street. Redevelopment of this site for commercial use could help strengthen the McCrea Point-Chadakoin Park area. Due the condition of the building, reuse may not be possible.

Downtown and Medical Area | From West Third Street to Foote Avenue

Land Use & Vacancies

This middle portion of the study area extends from the river bridge on West Third Street to just past Foote Avenue. North of the River, this area includes key portions of downtown, including the ice arena, the Lucy-Desi Center and the Civic Center. South of the River, this area includes portions of the emerging medical district – a growing cluster of medical institutions and human service/health-related organizations. Anchors include the Riverwalk Medical Center (occupied by the Jamestown Area Medical Associates) and the Cancer Care of WNY center, as well as the WCA Hospital (located just south of the study area). The area south of the River also includes the riverfront Board of Public Utilities (BPU) plant, a mix of commercial businesses and several shopping centers (primarily located along Harrison near Washington and Main Streets), industrial facilities (particularly along Steele-Harrison Street), and several churches. Both north and south of the River, most parcels and buildings are in active use.

Character and Use of the River

This area contains the longest publicly accessible segment of the Chadakoin. With Riverwalk segments along portions of both banks, enhanced by riverfront parks and plazas such as Panzarella Park, much of the riverfront serves as an amenity, used by city residents and area employees for fishing, walking, sitting or picnicking. South of Harrison, where the Riverwalk ends, the River loses its strength as an amenity as it travels behind a shopping center and a manufacturing facility.

West of the Warner Dam, the River can accommodate seasonal use by small boats such as kayaks, canoes, paddle boats and pedal boats. Near Panzarella Park and the BPU plant, the River broadens to create a "basin" that could be particularly well-suited for small, shallow-water boats. East of the Warner Dam, however – just beyond Washington Street – shallow, rocky conditions present a significant barrier for any boating activity. Safe public use of motor boats within the Downtown and Medical Area would require costly dredging.

Key Assets

This area is a center of government and medical care for the community and the region, containing much of downtown Jamestown and the medical area. North of the River and along the riverfront, recent investments among public, private, and non-profit entities have had a visible impact on the level of activity and visual appeal of the downtown area. There are new businesses, several significant renovation projects are underway, and with ground floors largely active, property owners have begun efforts to lease upper floors of buildings. Events (e.g., the annual Lucy Fest) and public art (e.g., POTTERS gALLErY) have also added vitality to downtown. The downtown Riverwalk is a recreation asset,

and provides a foundation for more walkable development beside the Riverwalk along Washington and Main Streets. South of the River, the new Cancer Care of WNY center has further reinforced the Foote Avenue-Harrison Street area as a regional center for health care. This area represents an important and growing part of the city, but has not yet benefited from the focused planning that has served portions of downtown north of the River.

Opportunity Zones

- **The Downtown Riverfront Opportunity Zone:** This Opportunity Zone encompasses the heart of the downtown Riverwalk, both north and south of the River; portions of downtown (including the Ice Arena and the Lucy-Desi Center); and commercial areas along Washington and Main Streets. The evolution of this area will be key 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 along Main Street on the north bank of the River) that have significantly strengthened this area as a community destination.

  The type and character of future development within this Opportunity Zone will be important. Uses with potential to activate the Riverwalk (e.g., restaurants, stores, a small hotel) and to reinforce downtown as a walkable environment are preferable to uses such as industrial or manufacturing activities, storage facilities, and gas stations or auto repair centers.

- **The Medical Area Opportunity Zone:** This Opportunity Zone 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. Jamestown's leadership has talked about envisioning the area as a "medical corridor" that might extend 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 (e.g., the Resource Center). 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 – providing a less-than-optimal environment for growth among any of the active uses within the area. The Medical Area Opportunity Zone would benefit from a plan that addresses the needs of *all* types of uses within this area.

Key Development Sites & Linkages

- **Downtown, North of the River**: The *Jamestown Urban Design Plan* provides a framework for continued improvements within the portion of downtown north of the River, and for advancing the significant successes already achieved and underway. Redevelopment efforts within this area could continue to be pursued as feasible to advance community goals identified within the *Urban Design Plan.*

- **The Medical Area (parcels along Institute Street and Foote Avenue):** Parcels along Foote, Institute and Harrison Streets near the WCA, the Riverwalk Medical Center and Cancer Care of WNY center are all located within the emerging medical district, and may ultimately be key to its continued development. It is not anticipated that every site identified within this analysis will be redeveloped but all of these parcels should be considered as part of coordinating planning for this area.

- **Parcels along Harrison at Washington and Main:** With proximity to downtown and the medical corridor, and highly visible locations on busy thoroughfares, these sites may be well-suited for redevelopment that could further activate the Riverwalk and reinforce downtown as a walkable environment.

- **Expansion of the Riverwalk:** Near-term efforts might focus on extension of the Riverwalk south of Harrison Street, where relatively modest investments could establish a 'medical area Riverwalk' that begins where the downtown Riverwalk now ends. This new segment of the Riverwalk could reinforce the River as an amenity that helps distinguish Jamestown's growing medical area, and would provide a strong riverfront pedestrian link to the heart of downtown. On the north bank of the River, near- or mid-term efforts might extend the Riverwalk west of the Washington Street Bridge.

Jamestown leadership has explored the potential for a Porter Avenue Park, which would create 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 7 homes and businesses
- The significant change in grade between Front Street at the top of the hill and Steele Street below
- The presence of Steele Street, which would run through the expanded park
- 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.

Please refer to Diagram 3: Downtown and Medical Area for more information.



The new Riverwalk plaza west of the Washington Street bridge (top left) and Panzarella Park (below left) beside the BPU plant are examples of new amenities along the Riverwalk that are now seeing active use by the community. The Riverwalk and its parks benefit from excellent maintenance and seasonal plantings (below right).





In addition to medical area anchors such as the WCA Hospital, the Riverwalk Medical Center, and the new Cancer Care of WNY / WNY Urology Associates center (below left), this area contains an eclectic mix of other uses, including health and human service organizations, churches, industrial facilities, commercial activities, homes, and vacant parcels and buildings.











The Riverwalk could be extended south of Harrison Street to the medical area through a new link along this attractive segment of the River (as seen from the Harrison Street bridge, across from the Riverwalk Medical Center). The path could travel along Victoria Avenue - now a little-used service road behind a shopping center, located just beyond the trees on the right hand side of this image.

The Riverwalk could then continue between Institute Street and Foote Avenue, to the vacant parcel across from CCIDA Building (shown at right) and the Cancer Care of WNY center.





Riverwalk Self-Storage is located along the River just west of the Washington Street bridge, behind a new Riverwalk plaza.



A building supply company is located along the River and Riverwalk, just east of the Washington Street bridge.

East End Industrial Area | From east of Foote Avenue to Tiffany Avenue

Land Use & Vacancies

The eastern end of the study area is occupied by a mix of manufacturing, light industrial, non-retail commercial uses and transportation-oriented (e.g., shipping/trucking) activities. This area is part of a regional industrial corridor that extends beyond the city's boundary to Falconer and the I-86 interchange. Approximately 10% of the land area is occupied by housing, with the largest residential clusters located north of the railroad tracks: just east of the high school and downtown, as well as on the north side of Crescent Street. Vacancy of both land and buildings within the East End Industrial Area is high; well over a third of the land area has been identified through the BOA/LWRP process by city leadership and LaBella as vacant or underutilized. Vacancies are dispersed across the East End Industrial Area.

Character and Use of the River

The River is narrow within this area, and lined primarily by industrial uses. The River is primarily visible from five road bridges that span it, as well as from the area beside a dam off Buffalo Street, across from the Dahlstrom Site. The River runs along Allen Street for over half a mile, but given high banks and brush, the River itself is not easily visible from the road. The Fire Department Training Area on Harrison Street represents a large, publicly owned green space, however there are no major public parks or formal River access points within this area. This stretch of the River does not lend itself to boating but could accommodate fishing and passive recreation along the riverfront (e.g., places to sit, picnic or stroll beside the River).

Key Assets

Businesses within Jamestown's East Industrial Area continue to play an important role within the city and region. Although finding new uses for vacant and underutilized parcels has posed challenges (e.g., sites are relatively small, many are brownfields, other nearby industrial areas offer closer highway access), these sites offer potential opportunities to accommodate expansion of businesses already located within the area, as well as to attract new businesses in need of small or medium-sized sites where industrial, manufacturing, and related uses would be welcomed.

Key Development Sites & Linkages

A focus on several key sites through the BOA/LWRP initiative might 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.

- **Dahlstrom Site:** Efforts to clear and remediate this relatively large and visible site are already underway. Once clean-up efforts are complete, this site could be appropriate for light industrial, manufacturing, or related uses.

- **CCIDA Development Site/United Lumber Site:** Together, these contiguous properties represent a relatively large development site that has been cleared of prior buildings. Located on high-visibility Harrison Street, in a transitional area between the downtown and medical area to the west and the industrial area to the east, these parcels might be appropriate for a range of uses including new health-related facilities.

- **Vacant/Underutilized Parcels North of River Street:** Five contiguous parcels north of River Street, all identified through the BOA process as vacant or underutilized properties, together represent a relatively large area that could be appropriate for uses such as light industrial or manufacturing activities.

- **River Access:** Public amenities might be provided in selective locations in conjunction with planned infrastructure projects or site development, for use by area residents or employees. Alternately, businesses along the River may improve portions of their properties to provide riverfront eating areas or fishing spots. Improvements within the East End Industrial Area should be made with sensitivity to the transportation and operational needs of area businesses. Public investments in River access and amenities are likely to have a greater impact further west within the study area, closer to downtown, residential neighborhoods, and existing riverfront parks and public spaces.

Please refer to Diagram 4: East End Industrial Area for more information.



The relatively large, high-visibility Dahlstrom site, where demolition and remediation efforts are now underway, could be a focus of industrial redevelopment efforts.



Together, the CCIDA Development Site and the United Lumber Site (shown in yellow shading above, at Harrison and Winsor Streets) represent a relatively large, high-visibility development area close to downtown, the medical area, and the industrial corridor that extends to the east. Aerial photo from Bing.