

## Section IV. Proposed Land and Water Uses and Proposed Projects

An aim of the LWRP process is for communities to critically rethink how their waterfronts and relating properties can best be utilized. More specifically, the LWRP aids the community process of identifying how these areas can be integrated to create economic and recreational opportunities for both the local residents and tourists. As a result, new project ideas are often realized as community members begin discussing these issues.



This section provides guidance on the planning considerations and development opportunities along the Chautauqua Lake Communities waterfronts and related areas. The opportunities presented outline a long-range plan for how the Chautauqua Lake Communities may better utilize their waterfront and related lands. The proposed projects are coordinated development efforts and ensure that the land and water resources are used to their fullest and best potential.

The proposed projects identified in this section are a result of individual meetings, community workshops and monthly meetings with the local LWRP committees. The projects are sensitive to the existing land uses and patterns of development, and most are merely refinements and expansions of existing uses. Utilizing this approach helps ensure that the projects presented are practical and attainable by the communities involved.

The strategy for managing water uses is set forth in the Harbor Management Plan included in Appendix C.

## Village of Celoron

Our vision for the future of the Celoron waterfront is:

- A street of shops with historical memorabilia leading to the water;
- A beautiful Boulevard Street with little shops, restoration to the feel of the old days;
- Continue the legacy of wide access to the lake for all.

## Land and Water Use Recommendations

The majority of the land uses within the Village of Celoron remained consistent with existing development patterns, with the exception of the Boulevard and Dunham Street corridors. The Boulevard Street corridor is defined as the parcels abutting Boulevard Street on the south side from the Jamestown City line to the intersection with Dunham Street and all the parcels on the north side of Boulevard Street bounded on the east by the centerline of Waverly Street, on the south by the centerline of Duquesne Street and on the west by the centerline of Dunham Street. The Dunham Street corridor is defined as the parcels abutting Dunham Street from its intersection with Chautauqua Lake and ending at the intersection of Dunham Street with the centerline of Duquesne Street.

The land use along the south side of the Boulevard Street corridor is predominately a mix of traditional commercial uses and residential. The north side of the Boulevard Street corridor is a mix of water-dependent uses such as the marinas and recreational uses. The Dunham Street corridor is a mix of commercial and recreational uses, and a large vacant parcel along the lake that is currently zoned multi-residential.



Most of the described corridors are zoned commercial. In order to revitalize the corridors the community may need to examine the possibility of increasing the number of commercial properties through the expansion of the existing commercial zone back to the centerline of Duquesne Street. In addition, the boundary of the multi-residential district that borders a portion of Dunham Street may need to be relocated to accommodate any development of the large parcel bordering Dunham Street and the lake. The current uses allowed in the commercial districts should be reevaluated to assure they meet the community's future plans. These changes should be evaluated after a comprehensive development plan, based upon the LWRP, is created for this area. Proposed uses in the LWRP will maintain and strengthen both the economic viability and recreational usage of these uses.

### **Proposed Waterfront Development Project**

#### **Repair Existing Breakwall**

The Village of Celoron has gradually invested in waterfront improvements as finances have allowed. In 2001 the community built a lighthouse replica at the public boat launch and in 2003 both a new public dock and an upgrade to the public boat launch occurred. The existing breakwall has begun to tip out in some areas and needs to be extended to the end of the Lucille Ball Memorial Park property line.

The park is an integral part of the downtown area and its success. Improvements to the breakwall will protect and enhance the investments in the public open space that this small community has made.

#### **Proposed Waterfront Related Projects:**

##### **Downtown Development Plan**

The Village of Celoron's downtown area was once a vibrant area along Chautauqua Lake. The community was home to an amusement park, a dance hall and acted as a stop for steamers. As with many of the Chautauqua Lake communities, these historical attractions have disappeared due to a variety of factors and trends, both economic and societal, which shaped the communities and the area.



A key component to the revitalization of this community is the renewal of the Village of Celoron's downtown, which encompasses the waterfront. To succeed at a renewal effort, Celoron will need to complement the work done in this LWRP document with a downtown development plan. The plan will be comprised of additional components such as; a streetscape plan, a park development plan, and a parking plan. The development plan should be created through a participatory planning process and result in clear long and short-term goals and conceptual designs for each component of the plan.

The Village of Celoron's current comprehensive plan was written in 1970 and the zoning in 1984. It is critical to the success of the community to update their planning efforts beyond the scope of the most recent LWRP efforts.

### **Streetscape Development**

The Village of Celoron's commercial district has experienced little growth in the past three decades. A majority of the general day-to-day shopping needs of residents and visitors are provided by the large retail developments along NYS Route 394. In order to become economically viable, the commercial area of Celoron will need to focus on its waterfront location and encourage uses that are water-enhanced, water-dependent or play off of the rich historical background of the area.

Celoron's commercial district, located along County Route 67 (Boulevard Street) and adjacent to the waterfront area, is positioned along a local travel route. Residents of Lakewood, Busti and portions of the City of Jamestown use this route to avoid the congestion surrounding the retail development along NYS Route 394.

The Village of Celoron recognizes the opportunities that exist to improve upon their downtown. In order to promote the downtown, capture local traffic and create a destination for tourist to visit, the recreational opportunities and unique commercial ventures will need to be integrated. The Village has identified, as an initial step, the need to improve upon the streetscape of the downtown commercial areas along both Boulevard and Dunham Streets. It is anticipated that the proposed improvements would improve upon and coordinate the facades of existing businesses, provide for pedestrian amenities, and integrate the Lucille Ball Memorial Park. Adjoining the area is also a large private parcel that was once the site of the Celoron Amusement Park. Such a streetscape plan could also develop options that can later be used by a developer to ensure the incorporation of the development into the overall streetscape.

### **Lucille Ball Park Improvements**

The Lucille Ball Park is the centerpiece of the downtown of Celoron and provides public access to the waterfront for residents and tourists alike. The park currently provides a baseball field, a pavilion and a community center. The park's open space has great potential to complement the adjacent downtown commercial area. The community, with limited funds, has added components over time, but a comprehensive park design has never been completed or followed.

Committee members identified several inadequate or missing components in the current design such as: the need for improved landscaping, the need to update the parking area, a lack of historic landmarks or placards, the need to upgrade the electric service for park lighting, drainage issues in portions of the

park, the need for additional seating for the baseball area, and the benefits of a gazebo or bandstand for concerts in the park area along the waterfront. It is recommended that this project be done in multiple phases beginning with a conceptual design of the park and surrounding area created by a landscape architect.



The first phase could conceivably be integrated into the downtown streetscape efforts. The remaining items identified by the committee or other needed concepts identified during the design process could then be prioritized and implemented over time.

#### **Development of Old Celoron Amusement Park Site**

The large vacant site adjacent to the boat launch and park provides one of the most extensive views of Chautauqua Lake in the area. The site is privately held and may one day be developed. The community does not wish to remove such a valuable piece of property from the tax role. However, a private / public effort may allow for development to occur that preserves views, enhances access, and complements the adjacent areas that are so critical to the Villages economic future. Recognizing that this effort may require partial acquisition, development of certain components or other undetermined projects that will benefit the public, the Village has listed this as a future project.

#### **Gateway Enhancements along Dunham Street**

The Village of Celoron has identified the area along Dunham Street as a gateway to the community as well as an extension of the commercial area situated along Boulevard Street. The development of Dunham Street will be considered when developing a streetscape plan for the community. It is anticipated that such a plan will require improvements such as; enhanced pedestrian amenities, new lighting schemes, plantings, façade work and signage. These plans will help enhance the efforts in the downtown area and the waterfront area.

### **Band Shell**

The addition of a band shell to the Lucille Ball Memorial Park has been identified as a key component. This will be a critical component of the downtown revitalization efforts and enhance both the downtown and waterfront. A band shell would make the park more events oriented and further establish it as a point of destination for residents and tourists alike. The band shell should be a component of the park plan when developed.

### **Incorporate Trail Network from Celoron to Busti**

The comprehensive plans for all municipalities surrounding Chautauqua Lake called for the establishment of linkages between all park areas surrounding the lake. The Village of Celoron should examine the potential for insuring that walking or cycling opportunity exists between the Lucille Ball Memorial Park and the Burtis Bay Park. Due to the unique configuration of municipal boundaries it is suggested that this be a joint effort between the Village and the Town of Ellicott.

## **Town of Ellicott**

Our vision of the future of the Town of Ellicott waterfront is to:

- Provide residents park space on the lake by improving Burtis Bay Park with restrooms, concessions, and an improved baseball diamond;
- Develop beachfront;
- Develop public access for a launch site;

Develop walkways on the Fluvanna side of the lake for nature walks through the creation of walkways on the rail bed.

## **Proposed Land & Water Use Recommendations**

Land uses within the WRA in the Town of Ellicott are consistent with the existing land use development patterns. The Town of Ellicott is a diverse Township with the Village of Falconer, and the Village of Celoron within its boundaries. The area within the WRA, which constitutes a very small portion of the Township, primarily consists of residential land uses. The WRA area on the southern shore of Chautauqua Lake is comprised of residences along the Burtis Bay area. The WRA area on the northern shore consists of wetlands and the residential areas of Bonita and Fluvanna. The projects proposed within the WRA are consistent with the existing land uses and will support the surrounding neighborhoods.

## **Proposed Waterfront Development Projects**

### **Build Aluminum Dock at Burtis Bay Park**

Burtis Bay is a shallow bay in the southeastern end of Chautauqua Lake. As such, the bay traditionally freezes over during the winter months. The Burtis Bay Park development plan calls for the installation of a removable aluminum dock to provide both handicap and fishing access to the lake. The dock is a component of the larger Burtis Bay Park plan created by Habiterria and Associates in 1994 for the Town

of Ellicott. The Town of Ellicott comprehensive plan created in 1970 called for the development of such a waterfront park for the Township's residents.



#### **Establish Small Boat Launch at Burtis Bay Park**

A number of factors make Burtis Bay Park the ideal location to establish a small boat launch to serve kayaks, canoes and other small crafts. The park plan, when implemented, will create adequate parking to serve the multiple users of Burtis Bay Park. The launch point, which is part of the park plan, will complement Celoron's launch by serving the needs of small boat users. In addition, Burtis Bay Park is located on a fairly shallow area of the lake and is close to the lake's outlet, which makes the area suitable for small craft.

The current park plan calls for establishing the launch at the southern end of the park adjacent to the handicapped parking and picnic areas (see attached master plan).

#### **Clean Up of Lakeshore at Burtis Bay Park**

The Burtis Bay Park plan calls for the establishment of a beach area in the future. The shoreline of the park is in a natural vegetative state and will need to have some vegetation removed to accommodate the proposed beach area, aluminum dock area and to take advantage of the scenic vistas

It will be critical to the success of the park plan, in the current configuration, to identify issues that contribute to the need for shoreline cleanup. An annual operating plan should be developed to address any issues prior to establishment of a beach area. See [Burtis Bay Park Master Plan](#).

### **Proposed Waterfront Related Projects**

#### **Implement 1994 Habiteria Associates Plan for Burtis Bay Park**

- Develop Two Soccer Fields

- Add Trees and Shrubs in Burtis Bay Park and Along Both Lakeside Boulevard and Reid Street
- Develop parking (including handicap parking) Along Lakeside Boulevard and Reid Street
- Install Fencing along Roads
- Provide for Future Beach Area
- Install Walking and Bike Asphalt Trail through Park
- Add Picnic Spaces and Playground to Burtis Bay Park
- Upgrade Ball field at Burtis Bay Park
- Install Restroom Facilities at Burtis Bay Park

The components of the Burtis Bay Park Plan are predominately water-related projects that will enhance the waterfront park. These projects are listed together and can be implemented as a whole or on an individual basis by the community as resources become available. It will become necessary for the Town to work with an engineer to develop a construction phasing sequence and estimated costs for each component.

The completion of this project will provide a park that is sports and recreation oriented. Such a park can be expected to serve not only the Town of Ellicott and its West Ellicott residents but also the communities of Celoron and Lakewood.

### **Create Trail between Celoron and Lakewood along Old Rail Line**

The comprehensive plans for all municipalities surrounding Chautauqua Lake called for the establishment of linkages between all park areas surrounding the lake. The area between Burtis Bay Park and the Lakewood Community Park consists of a narrow area between the shoreline and the railway. The Town should examine what options exist to provide a linkage that is accessible to cyclist and pedestrians. Physical constraints may make the most direct route unfeasible and alternate routes may need to be considered.

### **Work with Watershed Conservancy to Develop Trail System through Bonita Wetlands**

The Chautauqua Watershed Conservancy has purchased a 50-acre portion of the 162-acre wetlands that exist in the Bonita area in the Town of Ellicott. The 50-acre parcel contains 2,880- feet of undeveloped shoreline. The natural resources contained within the wetlands, and on this parcel, provide an opportunity for visitors and residents to see wildlife associated with the lake in its natural setting. Facilities that provide for both wildlife observation and study and nesting areas should be established. The Bonita wetlands are also adjacent to the outlet of Chautauqua Lake and may provide a linkage to the proposed “River Walk” project in the City of Jamestown.

### **Upgrade Stormwater Systems to Minimize Nonpoint Pollutants**

Portions of the current system is outdated and in need of upgrade, repairs and in some areas replacement. The design of the existing stormwater systems may not be capable of handling runoff from some of the developed parcels along Fairmount Avenue and in West Ellicott. The Town needs to study the systems servicing this area to ensure future development designs include adequate drainage techniques and detention / retention devices to capture sediments contained in runoff. The storm water system of portions of the Town either directly enters the lake or a tributary that feeds the lake

compromising the water quality with nonpoint water pollution. The many types of pollutants the stormwater may carry include:

- Sediments, which cause turbidity
- Nutrients, such as phosphorus and nitrogen, which cause eutrophication
- Bacteria, which cause public health hazards
- Dissolved oxygen depletion, which causes loss of aquatic life
- Oil and grease, which are toxic to aquatic life
- Trace metals, which are toxic to aquatic life and can contaminate drinking water
- Toxic chemicals, which present a public health hazard
- Chlorides or salts, which are toxic to many freshwater aquatic organisms at high levels;
- Thermal impacts, which can harm species adapted to cold water.

To address these issues, the Town can take several different courses of action:

- Hire a professional engineering consulting firm to study the Fairmount and West Ellicott area and recommend mitigating actions
- Develop stormwater management guidelines for the Town, such as including stormwater detention/retention systems in any new developments or redevelopment of properties
- As part of the Capital Improvement Program, the Town should create a stormwater sewer maintenance program and begin the program in the next one or two years

### **Village of Lakewood**

Our vision of the future of the Lakewood waterfront is:

- Coordinated participation of citizens, with the support of the County and the State, in ensuring the survival of the lake because it is precious and it is our single greatest economic asset;
- A beautiful lake with clean water and aesthetically pleasing surrounding areas that are inviting to local residents and visitors;
- Pedestrian-friendly walkways to the beach, bathing and boating facilities for visiting boaters to shop and dine, and recreational opportunities for all age groups.

### **Proposed Land & Water Use Recommendations**

Land uses within the WRA in Lakewood are consistent with the existing land use development patterns. The Village of Lakewood primarily consists of residential land uses with commercial uses along both Fairmount Avenue and Chautauqua Avenue. The existing residential character should be maintained and protected in the Village.

A significant section of the WRA includes the Village Business District along Chautauqua Avenue. The Village has made significant investments in this corridor to upgrade the infrastructure. A committee is currently working on principles and standards for developing the built environment within this district.

The intent of these requirements should be to assist both the property owners and the Village to develop a coordinated and complementary physical form of the façade treatment and the streetscape including signage, plantings and street amenities.

Proposed uses within the WRA will further complement the existing investments and improve public access locations, as well as connect the waterfront to the Village Business District.

### **Proposed Waterfront Development Projects**

#### **Improve Street Endings – Trees, Small Craft Launches, Design as Cycling and Walking Stops**

The Village of Lakewood is unique due to the number of streets that end at the shoreline. The street-ends have provided access to the lake for upland residents and visitors. The Village has maintained a program that allows private docks to be established on the public right of ways to provide docking access for upland parcels if owners obtain permits and provide proof of insurance.

The street-end access points vary in quality. Upgrading select street-end access points, where appropriate, through the addition of benches and trees would benefit all residents and visitors with increased access to the lake. The improvements would also complement the pedestrian and cycling orientation of the community. No formal engineering has been completed on this project.



#### **Conserve and Improve Stream Corridors**

The Village of Lakewood has three stream corridors within its boundary, Crescent Creek being the most significant of the three. Flood zones, according to the Federal Insurance Administration’s Flood Insurance Rate Map (FIRM) dated November 2, 1977, surround all three streams. The Village, in an effort to protect property along these corridors enacted a “Floodplain” overlay district as a portion of their zoning code. This district, although protecting property within primary (Zone A) floodways, fails to adequately address erosion and sedimentation controls and Zone B flood zones.

The Village recognizes the impacts that large developments along Fairmount Avenue are having on downstream property and the lake. New developments are encouraged to provide adequate retention and detention basins to minimize these impacts. The Village should perform a study of Crescent Creek and the surrounding lands that contribute to its flow, being the most significant and flood prone tributary, to devise specific regulations that adequately protect downstream property and the lake from further damage. The feasibility of creating a sedimentation staging area between Fairmount and Summit Avenues needs to be evaluated as part of any stormwater system study to address the current capacity issues that contribute to flooding events.

In addition, it is necessary to work on the downstream segments of the stream corridors within the Village to remove sediments deposited both in the lake and the stream ends. The Village has traditionally attempted to perform some of these projects utilizing in house staff. Informal assessments of the current level of sedimentation, especially in the deltas, indicate that specialized equipment may be required to properly remove the materials. Implementation of a program to remove sedimentation will enhance the ability of the boating public to utilize Lakewood's area of the lake safely. The Village has not requested formal cost estimates to undertake such projects.

**Enlarge Beach at Hartley Park**

The Village of Lakewood has created a Master Plan for Chautauqua Avenue and Hartley Park. The plan calls for the expansion of the existing swimming beach an additional 50 feet to the east and additional improvements to that area of the park. Hartley Park contains the sole public swimming beach at the southeastern end of Chautauqua Lake and is heavily utilized.



The project, in its entirety, would consist of the installation of 100 additional feet of retaining wall, 1500 square feet of new beach, vinyl fencing, lighting, six new picnic tables and grills, and the expansion of

the existing privacy hedge. Initial engineering estimates obtained by the Village place the costs at \$83,500 for the project.

**Install Public Dock at Hartley Park**

The Village of Lakewood has invested \$1.8 million dollars in the upgrade of the infrastructure on Chautauqua Avenue. This work was as a result of the Lakewood Local Development Corporation efforts to revitalize the Village’s downtown and establish a link between the lake and the downtown corridor. Hartley Park is located at the end of Chautauqua Avenue and acts as the open space link between the business corridor and lake. The Village of Lakewood, as part of the downtown redevelopment efforts, has identified the installation of a public dock at Hartley Park as an opportunity to provide lakeside access to the Village’s commercial center on Chautauqua Avenue. This project would also complement the other primary park project, which will provide a crescent overview of the lake and seating for events within the park. Cost estimates have not been obtained for this portion of the overall park project.

**New Breakwall or Rip Rap at Hartley Park**

The breakwall that protects the shoreline of Hartley Park from erosion and flooding is composed of two distinct portions. The original portion, which is severely deteriorated, is in need of replacement. This breakwall segment has reinforcement rods exposed and has needed to have the steps to the shoreline removed for safety reasons.



Improving or replacing this segment of breakwall will protect the investments made in Hartley Park and enhance the overall appearance of the park. Cost estimates have not been obtained for this portion of the overall park project.

### **Improve Boat Launch at Community Park**

The Village of Lakewood maintains three parks to provide access to Chautauqua Lake. Community Park serves to provide picnic facilities and boat launching opportunities outside of the downtown area where parking is limited. The Village has invested in a single cement launch and an accompanying aluminum dock to provide boats lake access at the park.

This project consists of two components to improve upon the Village's investment:

- Add additional dock sections to extend the dock further into the lake and supplement the single dock with an additional dock on the other side of the launch.
- Expand the existing launch with additional launching lane to accommodate more boats during peak usage.

The expansion of this launch facility will ensure adequate public launch opportunities exist in this portion of Chautauqua Lake. In addition, this launch relieves parking pressures in the downtown of Celoron during peak periods due to its close proximity.



### **Proposed Waterfront Related Projects**

#### **Create Park to Act as a Village Green on Chautauqua Avenue**

The commercial center along Chautauqua Avenue is linked to the Chautauqua Lake by the open space located at its end by Hartley Park. The retail district along Chautauqua Avenue lacks any other open space to complement the built environment. The Village has built into the "Master Plan" for Chautauqua Avenue a park, which will act as a Village green and gathering place for pedestrians in the center of the

retail district. The park will be located at the intersection of Chautauqua and Summit Avenues on a 60' X100' vacant lot, 1000 feet from the waterfront.

Village crews have cleared the lot upon which the park is to be built and have installed retaining walls where necessary. Community residents are currently undertaking a fund drive to attempt to raise funds for this project. This project is one of the last components in the "Master Plan" to be completed.

**Build Crescent Overlook Area at Hartley Park**

Hartley Park is located at the foot of Chautauqua Avenue. The crescent overlook structure, built on the crest of the hill overlooking the lake, will be a terminus for the street (Chautauqua Avenue) and a threshold to the park.

The structure will be reminiscent of the semi-circular porch of the Kent House, formerly one of Lakewood's turn-of-the century grand hotels, which once occupied the site. Construction will include a 40-foot diameter paved area, masonry walls, and bench seating.

Connecting walkways and ramps for handicap accessibility, a front stairway, and landscaping bring the total area to a 70-foot diameter crescent. The overlook will serve as a viewing platform, speaker's podium, or vantage point to relax and converse with friends. Engineering estimates place the construction costs for this project at approximately \$100,000.

**Improve Street Signage and Streetscape along Chautauqua Avenue**

The final details of the "Master Plan" for Chautauqua Avenue will include the adoption of new regulations for the guidance of the development of the built environment. The regulations should also provide guidance for signage and streetscape components. Once adopted, the Village will determine project scope and costs to add additional amenities such as benches, trash receptacles, directional signage and plantings. This project is listed in anticipation of the need to complete and finalize the Chautauqua Avenue "Master Plan."

**Plant Additional Canopy Shade Trees in Hartley Park**

The residents of the Village of Lakewood have invested in the many components that currently exist in the design of Hartley Park.



The park, however, lacks adequate shade in key areas such as the playground. In order to enhance the park, residents have proposed that canopy shade trees be strategically planted in the park to provide shade where necessary while attempting not to obscure key vistas to the waterfront. The use of the proper canopy trees will reduce the chance of blocking views, provide shade, and act as a link to Lakewood's heritage when many of the community's streets were tree lined. A forester or landscape architect should be consulted to assist the community with the selection of appropriate locations and varieties for planting.

#### **Upgrade Playground within Hartley Park**

Hartley Park contains two playground areas one for toddlers and the other for school age children. The community has renovated the playground area that serves the younger toddlers. The current playground for school age children at Hartley Park is old and fails to meet today's standards for playground equipment. This playground serves the most densely populated portions of Lakewood's neighborhoods. As part of the overall restoration of Hartley Park it is recommended that this equipment be replaced. A new school age playground will enhance the use of the park by both visitors and residents alike.

#### **Upgrade Community Park**

- Plantings of Flowers and Trees
- Expand Picnic Area
- Install Restrooms
- Water Fountain

The Community Park was created to complement Hartley Park by providing additional access to the lake by an alternate group of users. The park is located at the eastern entrance to the Village along County Route 110 and acts as a gateway to the community. The projects listed by the Village for improving this gateway park are minimal and could be accomplished as one comprehensive project. The improvements would enhance the visual impact of the gateway and provide for greater usage of the facility by the

public. The Village will need to develop a conceptual design that integrates all of the components prior to undertaking this project.

Cost estimates are not available for this project at this time.

#### **Incorporate Trail Network from Ellicott to Busti**

The comprehensive plans for all municipalities surrounding Chautauqua Lake called for the establishment of linkages between all park areas surrounding the lake. The area between Burtis Bay Park and the Village of Lakewood's most western boundary with the Town of Busti should be examined to assure that both pedestrian and cycling venues exist. The most probable routes would be along Terrace Street and Summit Avenue to New York State Route 394, which has an established bicycle lane. This route would connect the parks and allow for lake vistas while taking visitors through some of the historical neighborhoods of the Village.

#### **Upgrade Stormwater Systems to Minimize Nonpoint Pollutants**

The current system is outdated and in need of upgrade, repairs and in some areas replacement. The design of the existing stormwater systems may not be capable of handling runoff from some of the developed parcels along Fairmount Avenue. The Village needs to undertake a study of the systems servicing this developing area to ensure future development design adequate drainage techniques and detention / retention devices to capture sediments contained in runoff. Such a study should also provide alternatives to relieve existing runoff issues. Portions of the system consist of open ditches with inadequate drainage flows, which create stagnant water issues in residential areas of the community. The storm water system of the Village either directly enters the lake or a tributary that feeds the lake compromising the water quality with nonpoint water pollution. The many types of pollutants the stormwater may carry include:

- Sediments, which cause turbidity
- Nutrients, such as phosphorus and nitrogen, which cause eutrophication
- Bacteria, which cause public health hazards
- Dissolved oxygen depletion, which causes loss of aquatic life
- Oil and grease, which are toxic to aquatic life
- Trace metals, which are toxic to aquatic life and can contaminate drinking water
- Toxic chemicals, which present a public health hazard
- Chlorides or salts, which are toxic to many freshwater aquatic organisms at high levels;
- Thermal impacts, which can harm species adapted to cold water
- To address these issues, the Village can take several different courses of action:
- Hire a professional engineering consulting firm to study the sewer problems and recommend mitigating actions
- Develop stormwater management guidelines for the Village, such as including stormwater detention/retention systems in any new developments or redevelopment of properties

- Depending on the severity of the problems with existing stormwater system capacities, a regional stormwater management project may be warranted to correct current problems

As part of the Capital Improvement Program, the Village should create a stormwater sewer maintenance program and begin the program in the next one or two years.

### **Walking Tour**

The Village of Lakewood has a number of well-maintained historical homes. The Village should build on these historical sites through the promotion of the existing walking tour program. Professional brochures should be developed as part of the promotion efforts to tell the story in an organized and attractive manner. Brochures can be made available at locations that will most likely receive tourist patronage such as the shops along Chautauqua Avenue, local restaurants, and the I-86 overlook.

### **New Sidewalks**

The Village of Lakewood has a well-developed pedestrian system surrounding most of the current core of the Village. The area along Terrace Avenue, beginning at Hartley Park and traveling east and west, is the one exception. The establishment of sidewalks in this area would promote Lakewood's Chautauqua Avenue area, increase visual access to the lake from pedestrians and improve upon the pedestrian links to the Town of Busti and Ellicott boundaries.

## **Town of Busti**

Our vision of the future of the Town of Busti waterfront is:

- To promote clean water and preserve the beauty of the lake; the canals; and the wetlands;
- To promote its economic value while protecting its wild, forever-green, and ecologically sensitive areas;
- To create access to and preserve visual enjoyment of the lake;
- To improve the aesthetics of the areas adjacent to the waterfront; and
- To ensure thoughtful use of the lake with awareness of the rights and needs of all of its users.

## **Proposed Land & Water Use Recommendations**

Land uses within the WRA in Busti are consistent with the existing land use development patterns. A small portion of the Town of Busti is located within the WRA and has a diverse cluster of activities due to two primary routes that bisect the area. The area along NYS Route 394 has developed into a recreational-retail area that draws tourists. The existing gateway and lakeshore commercial zone businesses will serve to provide some of the services visitors and residents will need when utilizing the proposed recreational opportunities.

Public shoreline fishing access is limited in this area of Chautauqua Lake. Many fishermen utilize the State right-of-way at creek crossings in the Town of Busti to fish. When the Town acquires shoreline, and is able to provide direct lake access, a shoreline fishing component should be considered.

### **Proposed Waterfront Development Projects**

#### **Acquire Lakefront Property at Vukote to Provide Lake Access**

The Town of Busti has developed and maintains Vukote Park. Vukote Park is surrounded by residential properties and, although adjacent to Chautauqua Lake, has minimal lake frontage. The Town would like to acquire land on the lakefront to provide residents direct access to the lake from the park. The Town currently holds a second right of purchase on the Loomis property in front of Vukote Park. The creation of this access point would serve a large geographic area where public access is very limited.

#### **Keep Canal Zone Open at Vukote**

The Vukote Canals were constructed in the early 1920's as part of canal front development of cottages. The canals were constructed in order to provide cottages along the canals recreational watercraft access to the lake. Over the years increased sedimentation, primarily from Chautauqua Lake inflows to the canals during storm events, had increased the depth of sediments in the canals to levels that were impeding recreational boat access. In 1999 a major dredging of the canals occurred to improve and restore adequate access to the canals by recreational watercraft.

This proposed project is listed in the anticipation of the need for additional dredging to maintain those levels necessary to accommodate recreational watercraft.



#### **Remove Debris from Goose Creek**

Goose Creek meanders within the WRA area from Ashville to Vukote and then enters the lake in Ashville Bay. Kayak and canoe enthusiasts currently use Goose Creek. However, use is restricted by debris that has deposited in the creek.

A clean-up project to remove trees and other debris from the lake to NYS Route 394 needs to occur to enhance the usage by canoes and kayaks. The clean-up project may be approached as a joint effort between North Harmony and Busti as portions of Goose Creek exist in both Towns. In addition, Ashville Outfitters is located in Ashville along Goose Creek in one of North Harmony's commercial zones within the WRA.

### **Proposed Waterfront Related Projects:**

#### **Complete Park Plan for Vukote Park**

- Install Smooth Paved Trail
- Bathrooms
- Basketball Court
- Benches
- Gazebo
- Parking Lots
- Volleyball Court
- New Playground
- Add Lighting to Sports Areas

Vukote Park sits on approximately 11 acres of land located on NYS Route 394 between Vukote Road and Loomis Bay Road in the Town of Busti. The park site is mostly unused and unimproved with the exception of a small parking lot, a rundown basketball court, an old playground and three small soccer fields. Before 1996, the park area was privately owned. In 1996, a portion of the park was donated to Busti. In 2000, upon the owner's death, the remainder of the site was donated to the Town. The Town of Busti currently has only one other park with facilities similar to those planned for Vukote Park to serve a population of over 8,000. See [Vukote Park Master Plan](#).

The projects, with estimated costs of approximately \$510,000 (2002 costs), consist of a new 70- space parking lot, a new basketball court, a new playground, restroom facilities, a volleyball court, a gazebo and a half-mile figure eight paved trail.

The Town of Busti recognized that lake access was becoming difficult for many of their residents. In order to serve residents, once the donation of the parkland occurred, the Town solicited community input and then commissioned a design that meets community needs. The projects listed, which may need to be phased, are a result of that community input.

#### **Develop Trail System that Links Wetland Preserve, Vukote Park, Goose Creek and Stoneman Industrial Park**

A second section of the trails that will extend south from the park are also a result of the public input solicited by the Town. This section will extend from Vukote Park through unimproved land owned by the Village of Lakewood to the Town of Busti Wetland Preserve, land that is ideal for a nature trail. From there, the trail will run east and link to a walking trail ringing the new Stoneman Industrial Park. When all the trails are completed and integrated, they will comprise a self contained trail system

approximately 6.7 miles in length that will start at the lakefront, run through a public park, a woodland, a wetlands preserve and terminate in an industrial park.

The layout for this trail system has been configured. Engineering estimates place the cost of this project at approximately \$90,000. It is hoped that in the future the local Rails to Trails efforts can be linked and integrated into the Busti Trail system.

**Establish Nature Trails / Boardwalks and Improve Wetland Park Area**

- Create Parking Area
- Clean Up Front of Wetland Park
- Improve Signage and Promotion of Preserve
- Mark Boundaries of Wetland Park

The Town of Busti's Wetland Preserve consists of 40 acres of wetlands along NYS Route 474. The preserve has never been promoted or improved upon beyond the signage that identifies the property. The Busti Wetland Preserve has not been upgraded to accommodate any form of public use. The citizens of the Town are cognizant of the fragile balance that exists in natural ecosystems and the impacts man can have.



In order to protect natural resources, while providing a unique public access opportunity, the listed projects will need to be accomplished. Existing parking in the right-of-way along NYS Route 474 is inadequate due to its proximity to the wetlands, and a new parking area should be sited and designed to protect and enhance wetland values.

In addition, the Town will attempt to provide residents and visitors an opportunity to view a natural wetlands, and the fauna and wildlife that exist in such a setting, by carefully designing nature trails and boardwalks in select segments of the preserve. These trails will be interpretive in nature and key rest sites along the trail will be equipped with placards and information kiosks. This project will be

coordinated with the trail development extending from Vukote Park to Stoneman Industrial Park. The Town has not sought a design for this project as of the writing of this document.

The Town of Busti should be commended for making the public investment in these natural lands.

## **Town of North Harmony**

Our vision of the future of the North Harmony waterfront is:

- To preserve the natural beauty and character of the lake through controlled growth while fostering wise investment in the infrastructure and physical characteristics that make this part of the lake unique
- To encourage investments in projects such as: the Town waterfront; the Stow corridor; Tom's Point plan; water, sewer and gas service; Cheney Point Park; Stow interchange development; tributaries into the lake; public access to prime areas; and recreation fields in Butts Park
- To seek partners, public, private and local, in these endeavors.

## **Proposed Land & Water Use Recommendations**

Generally, the proposed land and water uses will be consistent with existing use and development patterns. North Harmony is primarily residential with the exception of Stow and Ashville.

The Town's Planning Board has been working on a set of regulations guiding the development of the land surrounding the I-86 exit. A development plan should be created for the area prior to finalizing the regulations. It is suggested that a participatory planning process, such as the method utilized by the State University of New York College of Environmental Science and Forestry (ESF), be used to reach consensus on the development plan. In addition, it is recommended that conceptual designs be created, as part of that process, to assist the community and future developers in interpreting the goals and objectives of the Town for this area.

The Town of North Harmony has five commercial zones. Proposed uses are consistent with the current development patterns in the zones. However, it is recommended that the uses allowed in these zones be adjusted to better suit the goals and objectives of the community.

## **Proposed Waterfront Development Projects**

### **Encourage Commercial Recreational Development along Goose Creek in Ashville**

The economy of the small community of Ashville is based solely on tourism. Ashville's General Store and Evergreen Outfitters both rely on tourist traffic for their survival. In order for the community to survive and grow, the Town must work to develop the necessary tourist related infrastructure such as parking. In addition, projects linking the community to Chautauqua Lake and Goose Creek must be undertaken to encourage a cluster of complementary recreational businesses to develop in the area.

### **Create Trail along Goose Creek from Ashville to Creek Outlet**

Naturalists value Goose Creek and the land it meanders through. Currently the area is primarily accessible by canoe or kayak. The establishment of a trail along Goose Creek from Ashville to Chautauqua Lake would allow controlled access into this area. The trail would complement the Busti Trail system and serve a similar user group. In order to develop the trail the Town will need to obtain easements across private land holdings.

The Town has not developed any formal plans for the trail system. Efforts to develop this area should be coordinated with the Town of Busti, as the trail would occasionally cross municipal boundaries.

### **Improve Ferry Launch Area**

- Parking
- Small Boat launch
- Public Dock
- Picnic Tables
- Create Full Access (Handicap)
- Park
- Dock for Historic Vessels



The ferry launch area, and the boulevard leading to the launch area, should be a primary focus of the development plan efforts undertaken by the community. The ferry launch provides Stow a direct link its neighbor Bemus Point, which has an established tourism trade. The ferry is a viable tourist attraction, as proven by its continued operation after the Veteran's Bridge across Chautauqua Lake was completed. In order to capitalize upon this tourist attraction, with a terminus in Stow the community will need to invest in the landing area. The investments listed above could be done in a single project. The project would enhance the ferry landing, encourage additional tourist traffic to the Stow area, and expand access for residents and visitors to the area.

### **Fishing Park**

The Chautauqua Watershed Conservancy has purchased 5.5 acres of land along Ball Creek.



It is the Conservancy's intent to develop the parcel into a municipal recreation area with tennis courts and a fishing park to provide lake access for shoreline fishing. The park currently has no shoreline and is separated from the lake by a 300-foot, NYS Department of Transportation (DOT) easement. In order to provide fishing access to the public, the Town or Conservancy will need to be granted permission by DOT to utilize the State easement. No plans have been formalized at the time of the writing of this document. Due to the limited public lake access available in North Harmony, it is suggested that the Town work with the Conservancy and the State to develop this parcel and fishing access.

#### **Improve Stow Property**

- Trails
- Picnic Areas
- Parking

The New York State Department of Environmental Conservation has recently acquired the Stow Property. The Stow Farm with its 1,100 feet of lakefront is one of the most important fish and wildlife habitats on Chautauqua Lake. The Town would like to see the State develop the parcel to accommodate interpretive trails, a picnic area, a canoe and kayak launch and parking. The State has only owned the parcel for two years and no plans have been developed at this time.

The Town will work with the New York State DEC to encourage the creation of a development plan for the Stow Farm property. Proper development of the parcel will provide additional access and recreational opportunities to residents and visitors while protecting a critical parcel. Joint input will result in a plan that meets the goals and objectives of the community and the State.

#### **Install Boat Launch and Public Dock at Tom's Point**

New York State Department of Environmental Conservation owns Tom's Point, a State designated wetland preserve. The parcel is unimproved except for the small parking area and trail provided. The Town of North Harmony believes that it would be possible to install a small boat launch, picnic area and

public dock adjacent to the gravel area of the lakeshore without impacting the wetland preserve. The addition of these two items would encourage better utilization of the Stow area and provide a necessary access point on the Stow portion of the lake. Currently, the nearest formal public launching points are in Prendergast and Lakewood or on the opposite side of the lake at Long Point State Park. The Town plans to explore the possibility of working with the DEC to encourage this development and has therefore listed this as a potential project.

## **Proposed Waterfront Related Projects**

### **Create Stow Development Plan**

Development in the Stow area is currently guided by a comprehensive plan created in 1970 and the zoning code, which was completely revised in 1989. Although there have been recent efforts by the Town of North Harmony Planning Board to improve upon regulations governing the area surrounding Stow (within a one-mile radius), they have yet to be acted upon. The Town needs to create a development plan to assure the orderly development of the Stow area. It is the Town's intent to undertake the creation of a comprehensive development plan to supplement the work began with the LWRP prior to beginning projects in the Stow area

### **Establish Façade Improvement Program to Implement Stow Development Plan**

A program to improve streetscape components and coordinate and improve facades will be established. The program components will be based upon the guidelines and concepts created as a part of the Stow Development Plan. This program will require funding to assist with engineering, construction and installation of streetscape items by the community. In addition, the establishment of a low interest revolving fund or special improvement district will facilitate the implementation of the façade improvement efforts.

### **Acquire a Portion of Tom's Point**

The Town of North Harmony could expand the Stow area if the NYS DEC would sell, or grant an easement, for a small portion of Tom's Point to the community. The Town has delineated the desired area as a 300- foot deep section along both the Old Bridge Road and Ferry Road. The Town will enter into discussions with the NYSDEC to assess if this proposal is feasible.

### **Develop a Road to Beach at Tom's Point**

The Town of North Harmony will develop a road to the Tom's Point beach, if the State decides to install a launch and public dock on their property. Until State agencies assess the feasibility of these projects, the Town will not invest in engineering for this project.

### **Encourage Commercial Development along Stow Ferry Boulevard in Accordance with Stow Development Plan**

Land use along Stow Ferry Boulevard consists of a mix of commercial and residential properties. The Town has identified this corridor as a gateway into both Stow and North Harmony. In order to capitalize upon this, and improve the area, the Town will allow additional commercial properties along the boulevard in accordance with the Stow Development Plan.

These improvements will provide the Stow area a small downtown retail area. This development, in conjunction with the I-86 interchange will present Stow with the opportunity for growth.

**Improve Lighting at I-86 Interchange and Along Stow Ferry Blvd.**

The lighting at the I-86 interchange and along Stow Ferry Boulevard is inadequate. Lack of adequate lighting at I-86 has created a safety hazard for residents and visitors. Although no casualties have been reported to date, numerous incidents of motorists entering I-86 from the wrong direction have occurred. The Town of North Harmony plans to address the lighting along their street during the upgrade of the streetscape. The Town will petition the State to improve the lighting at the I-86 interchange, along NYS Route 394.

**Develop Infrastructure (Gas, Water and Sewer) Along the Lake Front**

Development in the commercial areas surrounding Stow has been constrained, even though the area is located at the intersection of two State routes (I-86 and NYS Route 394), due to the lack of infrastructure. Sewer and water service extend past the Chautauqua Institution but stop short of North Harmony's western border. On the eastern side of North Harmony water and sewer only are provided to the Sunrise Cove development along NYS Route 394. The lack of a public water, sewer and gas along the shoreline has limited the development to this section of the lake. The development and extension of adequate infrastructure will allow Stow to become a viable location for moderate commercial development. The Town has entered into discussions with the Jamestown Board of Public Utilities to provide water to the area. Initial findings indicate that costs to users may be prohibitive and may require that the Town invest in a secondary well field or groundwater system.

**Tie Butts Road Park into County Lake Overlook Property**

Chautauqua County, in anticipation of the need to provide a vista of the lake, purchased a land locked parcel between Cheney Road and Bly Hill Road. The Town of North Harmony owns and maintains the Butts Road Park for its residents. Butts Road Park provides no vistas of the lake and the County property is not utilized at all. Two privately held, but land locked parcels, separate the County and Town property. The Town will seek to acquire or obtain easements across private parcels to connect the two parcels together. This link will provide a scenic vista from the south side of the lake and the ability to add hiking trails to Butts Road Park. If such trails can be established these will complement the current trail system in the area.

**Improvements to Dobbins Woods Preserve**

Louis Dobbins donated 100-acres of woodlands to the Chautauqua Watershed Conservancy. The property is located between NYS Route 394 and Butts Road. The Conservancy has developed a trailhead and a 2-mile loop trail that is used by the public for hiking and cross-country skiing. The conservancy's intent is to further develop the trail system and a parking area to accommodate increased usage of this unique parcel. The Town and Conservancy may explore working together to see if it would be feasible to link any trail systems developed as a linkage between the County Site and Butts Road Park.



## Town of Chautauqua and Village of Mayville

Our vision of the future of the Mayville / Chautauqua waterfront is:

- To improve on the existing facilities;
- To improve, enhance and expand open space;

No major changes for park and open areas – Status quo.

## Proposed Land & Water Use Recommendations

Land uses within the Village of Mayville and the Town of Chautauqua will remain consistent with existing development patterns.

The Village of Mayville currently has a zoning commission working on a full revision of the Village's zoning code. Preliminary drafts indicate build upon the existing development patterns occurring in the community.

Proposed uses included in the LWRP will maintain and strengthen the Village's core downtown business center, and both communities' recreational uses along the waterfront and related lands.

## Proposed Waterfront Development Projects

**Develop Three Access Points at Street Endings within Town Of Chautauqua as Low Impact Access Points**

Develop three low impact access points to Chautauqua Lake - Knight, Elmwood and Meadows Roads- at the ends of roads where they meet the water's edge.



The Town has historically had these three access points used as casual boat launch areas and emergency vehicle access points.

Car traffic and boat trailer parking near the sites have caused problems with surrounding property owners. Because of the proximity of the sites to homes, fences and gardens, the Town would like the access points to be redeveloped as low impact sites.

Low impact access points are useable for canoe and kayak launching only and as a place for walkers and bikers to stop, rest and view the lake. This type of development would enhance the walking / biking trails that surround the lake.

### **Improve NYS DEC Prendergast Point Launch Facility**

The dockage at the NYS DEC boat launch is inadequate to address peak demand for launching. The Town of Chautauqua encourages the DEC to consider improving the dockage and boat launch at the Prendergast site. In addition, the Town encourages the DEC to undertake a dredging project in front of the launch to remove debris and allow larger boats to safely be launched. Since the Town has very few boat launching access points, the Town of Chautauqua would like this site to be enhanced to accommodate more boats and to become a destination point where boaters can picnic, have access to comfort facilities, and allow people (including the disabled) to fish comfortably from the shoreline. Since this is DEC property it would be a DEC project.

### **Complete Seawall along Lakeside Park**

Completion of a seawall along Mayville Lakeside Park is ongoing. The project will not only create a barrier against shoreline erosion, but to clean up the shore edge. This will enhance the overall ambience of the park as well as protect the various amenities and structures in the park from flooding.



**Maintain and Replace Seawall along Chautauqua Institution**

The seawalls along the north end of the Chautauqua Institution and at the Boy’s and Girl’s Club on the Chautauqua Institution’s grounds are in need of replacement. The Institution and the Town should explore the possibility of partnering on a project of this magnitude. The Institution could provide part of the costs through an internal fund drive effort. No formal engineering proposals are available at this time. This project is listed in the anticipation of both groups’ future efforts.

**Establish Lighthouse Pier in Accordance with Mayville Park Plan**

Establish Mayville Lighthouse Pier in accordance with the Mayville Master Plan, which includes a plan for the lakeside park. The Lighthouse Pier, would be built at the foot of Erie Street replacing the pier that is just southwest of the Historical Museum. The entrance to the new pier would be to the northeast of the Museum, and accessed by car from Erie Street and by a walking path along the water’s edge. The pier would have 110 slips, both permanent season and transient docking, docking/storage for the Chautauqua Belle, and would provide a new home for the Lighthouse.

**Tributary Management Study and Implementation**

The Town and the Village have several streams that flow into the lake and affect the water quality of the lake. The problem of pollution and sedimentation stemming from actions up stream need to be addressed and strategies for eliminating or mitigating them have to be created.

The Town and Village need to undertake a Tributary Management Study that results in the identification of specific issues, mitigation strategies and a plan that addresses the long-term management of the streams and their watershed.

**Lake Bottom Gravel Deposits Removed at Tributary Outlets**

Remove existing sediment and gravel bars from the mouth of tributaries feeding Chautauqua Lake as identified in the Tributary Management Study. This process will require dredging permits through DEC. Dredging will give boaters the ability to use waters closer to shore and will help stop backup of the tributaries and flooding upland. Implementation of Tributary Management Study will minimize future need for projects of this type.

### **Proposed Waterfront Related Projects**

#### **Improve Trail System Amenities between Park and Rail Station**

Improve:

- Benches
- Trail Surface – Brick and Asphalt
- Landscaping
- Directional Signage
- Solar Lighting in Some Areas

The pedestrian trail system is an integral part of the Lakeside Park Master Plan. The new brick and asphalt walk acts as the thread that provides a pedestrian link to the Sculpture Park, performance shell, rail museum, performing art center and the public docks. The plan calls for approximately 2600-feet of new walkway to accomplish this component. In order to enhance the lakefront recreational opportunities, the park trail system will need the pedestrian amenities listed above. This project can be undertaken in a several phases that coincide with the implementation of the construction phases of the Lakeside Park and surrounding area.

#### **Connect Village Trail to Rail to Trails Nature Area**

The Village of Mayville owns portions of the old rail bed that tie the park to the trail system maintained by the not-for-profit organization, Rails to Trails. Most of the Village's rail bed has not been improved or developed. The Village, as part of the "Master Plan" will provide directional signage to the Rails to Trails nature area and will upgrade the trail bed and landscape the area along the trails leading to the nature trail. These efforts will provide a year-round component that will attract hikers, cross country skiers and snowmobilers alike. Portions of this project are currently being completed as part of a grant obtained through the Chautauqua Rails to Trails organization.



### **Upgrade Stormwater Systems to Minimize Nonpoint Pollutants**

Current systems are outdated and in need of upgrade, repairs and in some areas replacement despite some recent upgrades. The storm water system of the Village, Town and other residential clusters either directly enter the lake, or a tributary that feeds the lake, compromising the water quality with nonpoint water pollution. The many types of pollutants the stormwater may carry include:

- Sediments, which cause turbidity
- Nutrients, such as phosphorus and nitrogen, which cause eutrophication
- Bacteria, which cause public health hazards
- Dissolved oxygen depletion, which causes loss of aquatic life
- Oil and grease, which are toxic to aquatic life
- Trace metals, which are toxic to aquatic life and can contaminate drinking water
- Toxic chemicals, which present a public health hazard
- Chlorides or salts, which are toxic to many freshwater aquatic organisms at high levels; and
- Thermal impacts, which can harm species adapted to cold water

To address these issues, the communities can take several different courses of action

- Depending on the severity of the problems with existing stormwater system capacities, a regional stormwater management project may be warranted to correct current problems.
- As part of the Capital Improvement Program, the Village or Town should create a stormwater sewer maintenance program and begin the program in the next one or two years.

### **Improve Amenities at Mayville's Lakeside Park**

- Benches and Picnic Tables
- Playground
- Street Lighting
- Tennis Courts
- Off-Site Parking for Events
- Signage
- Parkscape
- Upgrade Bathhouse – Make Facilities Year Round
- Improve Drainage of Sports Fields
- Upgrade Parking Areas

These amenities all need to be enhanced, improved or replaced. Using the [Mayville Lakeside Park Master Plan](#) as guidance: Equipment to enhance the picnic area and the playground will be purchased. A road within the park will be developed to use as a midway for seasonal carnivals, for gazebo access, and beach access. Off-site parking for events will be developed, and parking areas within the park itself will be increased and lighted. Street and walkway lighting will be increased to match the streetlights on the main streets of the Village. The four existing courts will be refurbished and two new courts will be added. The sports fields will be reconditioned and special attention will be given to improving the drainage of those fields. A performance shell and earthen berm seating will be built to accommodate outdoor performances. The bathhouse will be reconstructed to accommodate year-round use. It will not only be used by swimmers and picnickers but by snowmobilers and cross-country skiers. This will include comfort facilities, showers, a first aid clinic, lifeguard offices, a snack bar and storage.

### **Place Utilities Underground Where Feasible**

The Village would like to place utilities, including electric, telephone and cable, underground. Utility wires and transformers have been traditionally hung on poles, which interfere with viewsheds and detract from the landscape of the park. This project will improve the appearance of a key parcel in the Village's revitalization efforts.

### **Street Light Planning and Installation in Chautauqua Institution**

The Chautauqua Institution is the largest residential complex in the Town of Chautauqua. The community, which is predominately privately held, will work with the Town to develop a street lighting plan and the installation of devices within the community. The Chautauqua Utility District will assist with the study. Light pollution, siting, equipment alternatives and neighborhood character will be predominate features of the lighting plan. This public / private partnership will benefit the community by improving the streetscape in a coordinated manner. The Town will benefit by assisting the most significant area of its tourism economy.

### **Work with Private Developers to Provide Complementary Commercial Development**

The Webb Family, local restaurant and hospitality owners, own parcels on either side of NYS Route 394 in the Lakeside Park area. The Webb's have conceptually proposed building a hotel complex and condominium complex along the road. The complexes would provide additional accommodations to complement the family's current lodging facilities.

This project is listed by the community because of its location and its inclusion in the master plan for the area. The community and the developer will have to work together to ensure that both public and private components integrate and complement each other.

### **Develop Garden Walk and Sculpture Park**

The land along the current launch area is underutilized and serves as an unused green space between the depot and park. The creation of a sculpture park / English garden on this irregular parcel would tie into the existing plan to have components that play off of the community's proximity to the Chautauqua Institution. The sculpture park / English garden will serve as another attraction that makes the park area, and community, a point of destination for tourists and enhances the lake experience along the shoreline.

The park will also complement the private hotel development that is proposed on some upland parcels adjacent to NYS Route 394 by the Webb Family. The Village has not explored the cost of this component of the "Master Plan."

### **Build Performing Arts Center / Retail Center on Village Land Across from Lakeside Park**

The Village of Mayville is located approximately 4 miles from the world renowned Chautauqua Institution. The Institution draws visitors to enjoy the relaxing ambiance of the lakeside cultural community. The creation of a cultural performance center / retail center would play off the existing draw established by the Institution and provide a previewing venue for scheduled artist and students. Local audiences would benefit through low cost access to the arts and the Institution could benefit by stimulating local interest in its programs.

As a complementary use the facility would also provide retail space to local artisans and producers to market products to tourist and visitors. The local community and surrounding businesses would benefit from the increase in tourist traffic created by both of the proposed uses for this area.

### **Upgrade Streetscape in Village of Mayville in Accordance with the Downtown Redevelopment Component of the Master Plan**

The Village of Mayville's Lakeside and Downtown Redevelopment Master Plan calls for modifications to the business center located adjacent to the intersection of NYS Routes 394 and 430. See [Mayville Business Corridor Plan](#). The Village has invested in period lighting for a portion of this district already and placed some utilities underground. During the reconstruction of NYS Route 394 the Village gained additional components to their "Master Plan" such as decorative stamped concrete crosswalks, new sidewalks, improved parking and trees.



In order to complete the Downtown Redevelopment Master Plan Mayville Business Corridor Plan, the Village will need to invest in pedestrian amenities such as adequate trash receptacles, planters, and additional period lighting.

A façade upgrade program should be designed and implemented in order to complement the upgrades to the business center made by the community. Such a program could take the form of a revolving loan fund and the creation of design guidelines.

**Implement Balance of Proposed Recreational Waterfront Plan in Accordance with the Village of Mayville Master Plan**

- Upgrade Mayville Rail Depot
- Develop Parking Area by Rail Depot

The Mayville Rail Depot, which acts as an anchor to the shoreline area along Mayville’s lakeside commercial area, represents the rich historical past of the Village. The building currently houses the Town of Chautauqua’s Historical Society Museum and the offices of the Chautauqua Rails to Trails organization. The Mayville Rail Depot is a historically significant building in the community. Maintaining the integrity of the historical character of this building while integrating new uses into the structure will be the key to the success of this area. The Village of Mayville is currently seeking grant funding to assist with upgrades to the Mayville Rail Depot Building.

In order to accommodate the proposed new uses for the Lakeside Park area and Rail Depot area, the parking space by the depot will need to be upgraded. Currently the parking area is a dirt lot without clearly marked entrances or exits. The proposed upgrade would provide 50- spaces with a landscaped strip between the lot and the street to soften the streetscape impact.

The location of the new lot will provide lake vistas from the parking lot, access to both the park trails and nature trail, and the attractions in the area. This will increase access to the lake and park by both

residents and visitors and boost the economic viability of the cluster of businesses in the area. This project may be completed in its entirety during the current reconstruction of NYS Route 394.



#### **Develop Infrastructure (Water and Sewer) Along the Lake Front**

Sewer and water service extend around the northern end of the lake and terminate at Hartfield. The area between Hartfield and Midway Park, in the Towns of Chautauqua and Ellery, lack water and sewer service for the residential clusters at Dewittville, Point Chautauqua and several condominium complexes along NYS 430. The feasibility of providing infrastructure to this segment of the lake should be examined. The development of the infrastructure should be pursued in feasible. The area in question constitutes one of the two remaining segments of lakeshore that lacks public sewers on Chautauqua Lake.

#### **Town of Ellery and Village of Bemus Point**

- Our vision of the future of the Bemus / Ellery waterfront is: - To preserve the beauty and water quality of the lake;
- To maintain the rural character of the community, and the aesthetics of the commercial area by keeping them distinct and equally vibrant;
- To keep a promise to future generations that they will enjoy a safe, beautiful, healthy community; clear views, and access to the lake;
- To maintain a high quality of life that preserves family values;

This could be accomplished by working collaboratively, because the lake is our biggest asset.

## **Proposed Land & Water Use Recommendations**

The proposed land and water uses for the Town of Ellery and the Village of Bemus Point are generally consistent with the existing uses and development patterns in both communities. The medium density Townhouse / apartment zone between the Italian Fisherman and the Village Park in Bemus Point may conflict with the proposed uses. The boundary of the district is the lakeshore and may disturb what is considered one of the most beautiful locations on the lake to view sunsets. This segment of the Bemus Point zoning code may need to be examined. The proposed land and water uses do not conflict with any existing uses.

Both Ellery and Bemus Point are primarily residential communities. Projects such as the establishment of the walking / biking trail along Lakeside drive will need to protect the residential character of the area when developed. All proposed land use and water use projects enhance both the waterfront and the communities.

## **Proposed Waterfront Development Projects**

### **Dredge Sediment Areas at Creek Deltas, Creek Outlets and Canal Outlets**

Erosion and sediments from upstream roads and have created deltas at creek outlets that impede watercraft usage. Bemus Creek, the location of one of the most significant deltas, has not been dredged since 1981. Ellery and Bemus Point will undertake projects to remove deltas that are determined to be restrictive in order to improve watercraft access and minimize flooding to surrounding property.

In conjunction with the dredging efforts, the communities plan to undertake sediment control projects where practical to minimize the need for future dredging. These combined projects will enhance the use of the lake by both residents and visitors. Tourism is the primary industry in both of the communities.

## **Proposed Waterfront Related Projects**

### **Develop Walking / Bike Trail between Downtown Bemus Point and Long Point State Park**

Bemus Point is a popular destination for residents of the area and visitors. The Village has a reputation as being a destination for restaurants, shopping, relaxing walks and viewing beautiful sunsets. Long Point State Park provides waterfront access and upland trails.

The creation of a walking / bike path would provide a direct link between the downtown of Bemus Point and Long Point State Park. One alternative to accomplish this project would be to provide a path along Lakeside Drive, which terminates at the border of Long Point State Park and travels along picturesque Bemus Bay. Lakeside Drive is a narrow road with no sidewalks. The road is used by many residents and visitors to walk along and view the vistas across Bemus Bay. The provision of a path would enhance this area by improving safety for residents and encouraging a formal link between the two complementary attractions.

However, the Lakeside Drive route travels through one of Bemus Point's prime residential neighborhoods. Therefore, although the prime location to create a connection point, the route may not be feasible if significant impacts to the character of the neighborhood would occur. Alternative routes

along the abandoned trolley line, the old state route or NYS Route 430 should be examined if an evaluation of this project reveals such negative impacts.

**Develop Streetscape Community Plan for Commercial Areas in Bemus Point**

- Improve Signage
- Bury Overhead Utilities
- Walkways
- Benches
- Planters

The Village recognizes the need to upgrade the business district’s streetscape. The Village should develop design guidelines and standards that encourage the retention of the historic waterfront character of the Village’s downtown. The guidelines and standards developed can outline streetscape and façade guidelines that will supplement the Village’s zoning ordinance. Amenities such as benches, trash receptacles, trees and informational and directional signage would improve upon the business district.



**Create Façade Improvement Program to Assist with Implementation of Streetscape Plan**

A program to improve streetscape components and coordinate and improve facades will be established. The Village and the Town should collaborate on the creation of the program to ensure consistency in the adjacent Oriental Park area. The program components will be based upon the guidelines and standards created as a part of the Business District Plan. This program will require funding to assist with engineering, construction and installation of streetscape items by the community. In addition, the establishment of a low interest revolving fund or special improvement district will facilitate the implementation of the façade improvement efforts.

**Develop New York State DEC Property (Cheney Farm):**

- Trails
- Public Access
- Keep as Natural as Possible
- Maintain Scenic Vista
- Potential Acquisition of Remainder of Farm

A portion of the Cheney Farm has been purchased by the New York State DEC. The parcel contains the largest undeveloped portion shoreline on Chautauqua Lake. The communities of Ellery and Bemus Point would like to work with the NYS DEC to help develop a plan for the development of the property that incorporates the items listed above. This partnership between the State and local governments would assure that both entities goals and objectives are met.

**Maintain Ferry Service and Ferry Area**

The Bemus Point /Stow Ferry is an important tourist attraction for both communities. The Ferry represents a historic link between the two areas.



The terminus for Bemus Point is located adjacent to the Casino. Maintaining the Ferry service, which is currently under contract with a local organization, is important to both Bemus Point's and North Harmony's tourism trade. Both communities should collaborate to ensure this vital service continues through either the current private arrangement or some other arrangement in the future. In addition, Bemus Point seeks to upgrade and improve the ferry launch area to improve the appearance and stability of the area. Improvements would consist of repairing the breakwall, modifying the lighting scheme to blend with the modified streetscape along Lakeside Drive, adding railings, planters and additional benches and improving signage.

**Complete Town of Ellery Park**

The Town of Ellery has invested in creating a Town park with sports fields and playground equipment. The project has not been completed due to fiscal constraints. The completion of this facility would provide Town residents with local sports fields to utilize for recreation. The Town has a master plan completed for the park facility. See [Ellery Town Park Master Plan](#).

**Acquire Lakefront between Italian Fisherman and Village Beach**

The lake views along Lakeside Drive between the Italian Fisherman and the Village Park have always been a draw for residents of the region and tourists. This vista has acted as an economic stimulus for the small Village of Bemus Point. The property between the Village Beach and the Italian Fisherman property is privately owned. To ensure that the vista is protected it would be beneficial for the Village to acquire that property as it becomes available.

**Expand Parking Capacity**

The Village of Bemus Point is a small community with an active tourist trade. During events, and at peak points during the summer season, parking is at a premium. The Village should conduct a parking assessment to evaluate where additional parking may be created. The assessment should take into consideration the impacts of visitor parking in residential neighborhoods and attempt to mitigate those impacts. Once the assessment is made and a plan is developed, it is critical to the future and success of the downtown that the Village constructs additional parking facilities.

**Major LWRP Projects**

Municipality	Project	Project Title
<b>Celoron</b>	1	Repair Existing Breakwall
	2	Downtown Development Plan
	3	Lucille Ball Park Improvements
	4	Development of Old Celoron Amusement Site
	5	Gateway Enhancements Along Dunham Avenue
<b>Ellicott</b>	6	Burtis Bay Park Projects (4 Projects)
	7	Trail System through Bonita Wetlands
	8	Upgrade Stormwater Systems
<b>Lakewood</b>	9	Conserve and Improve Stream Corridors
	10	Hartley Park Projects (6 Projects)
	11	Community Park Projects (2 Projects)
	12	Improve Streetscape Along Chautauqua Avenue
	13	Upgrade Stormwater Systems
<b>Busti</b>	14	Acquire Lakefront Property-Vukote
	15	Keep Canal Zone Open at Vukote
	16	Complete Park Plan for Vukote Park
	17	Develop Trail Systems (2 Projects)

Chautauqua Lake Local Waterfront Revitalization Program

Municipality	Project	Project Title
<b>N. Harmony</b>	18	Commercial Rec. Dev. Along Goose Creek
	19	Improve Ferry Launch Area
	20	Create Stow Development Plan
	21	Improvements to Dobbin Woods Preserve
<b>Chau. / Mayville</b>	22	Complete Seawall Along Lakeside Park
	23	Replace Seawall along Chautauqua Inst.
	24	Tributary Management Study and Impl.
	25	Improve Trail System Amenities
	26	Upgrade Stormwater Systems
	27	Improve Amenities at Mayville's Lakeside Park
	28	Build Performing Arts Center/Retail Center
	29	Implement Recreational Waterfront Plan
	30	Develop Infrastructure Along Lakefront
	<b>Ellery / Bemus Pt.</b>	31
32		Develop Streetscape Community Plan
33		Maintain Ferry Service
34		Complete Ellery Park
35		Expand Parking Capacity