

# Acknowledgements

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# The Vision

Every community grows and changes over time; a natural evolution is continuously in process to affect a community's population, environment and economy. Creating a Comprehensive Plan represents an effort on the part of a given community's residents to guide this natural evolution process in a manner that could best serve future community goals and ideals. A Comprehensive Plan represents a compilation of goals and ideals created by the residents of a community at a particular place and time; the goals and ideals are intended to improve the quality of life for future generations. While each ideal contained in a Comprehensive Plan may not be attained entirely, striving and working toward these goals and ideals should make the community a more focused and ultimately better place to live. The Comprehensive Plan represents a dream and charts a path toward the future. The Comprehensive Plan defines a community's "Vision" for enhancing the place in which they live, work and learn.

What, then, is the overall "Vision" for the Chadwick Bay Region and what are the ideals the Comprehensive Plan is striving to achieve? Consider first what the Chadwick Bay Region represents: a land of opportunity. More specifically, the region offers a pristine natural environment that includes rich agricultural land and recreational opportunities based on significant water resources. The rich agricultural land has stimulated the development of a significant food production and processing industry that includes some of most significant grape production in North America. The food production and processing industry has contributed to the development of grape research and technology and high quality wineries that operate on a national scale. Research and technology also prevail within the fine public and private educational institutions the Region offers. In terms of commercial, retail and industrial development, the Chadwick Bay Region has established itself as a "destination" to a significant portion of Chautauqua County. The strategic location of the region with regard to the New York State Thruway is a significant factor contributing to this "destination" status. Specific lands in the Chadwick Bay Region have already been designated to accommodate new commercial, retail and industrial development in the most efficient and environmentally conscious manner.

The "Vision", then, should be relatively simple to define. First, the pristine environment including the waterfront should be enhanced to improve overall quality of life and attract more visitors to the region. In simple terms: promote tourism activities that stimulate economic development and allow Chadwick Bay to further enhance the natural beauty of its waterfront and vast natural resources. Second, the cultivation of the region's rich agricultural land should remain a significant factor in the overall economic health of the region. Continue to promote tender fruit development, processing and research in a manner that contribute to the advancement of the Chadwick Bay Region as leaders in their field. The third aspect of the overall "Vision" includes commercial, retail and industrial development in the Chadwick Bay Region. The region has already established itself as a commercial, retail and industrial "destination" to a significant portion of Chautauqua County. The vision should include the retention and expansion of existing businesses and attracting new business to locate in the most appropriate areas in the Region.

The Chadwick Bay Region is not competing to become an urban metropolis. The overall Vision for the Region strives to offer a combination of factors that allow residents and visitors to enjoy natural beauty, supreme quality of life and the ability to comfortably live, work, learn and recreate in one region called Chadwick Bay.



# 1.0 The Plan

## .1 Introduction

The Chadwick Bay Region communities (City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret, Town of Portland and Town of Sheridan) have recognized the importance of developing and adopting a regional Comprehensive Plan. The Plan provides an overall vision for the communities by assessing the current "inventory" of services, programs and facilities. By projecting future needs of residents and businesses, a vision for the communities can be established. The comprehensive plan should become the basis for policy in the region and inspire the community's unique shape and character.

The Comprehensive Plan has been separated into three chapters: The People, The Land, The Economy. The People covers the characteristics of the residents that live in the Chadwick Bay Region; this includes population characteristics, housing characteristics, community and emergency services and recreation opportunities. The Land Chapter reviews the physical characteristics of the region: circulation, land use, environment and land use regulations. The Economy Chapter reviews the economic conditions and characteristics that impact the daily lives of those in the Chadwick Bay Region: regional economy, historic and present economy, employment characteristics, government and the community and municipal services.

The preparation of the Comprehensive Plan is a logical progression from the Infrastructure Development Strategy that was previously completed for the Chadwick Bay Region. The Infrastructure Strategy addressed how infrastructure, both existing and proposed, could influence where development would occur including ways to minimize costs by concentrating development of an urban growth boundary.

## .2 Approach

The Comprehensive Plan lays the foundation for how development should occur over the next decade; a regional approach for all of the communities is important for the future of the area. By working cooperatively, the Chadwick Bay Region communities have recognized they are not competing for development; rather, they are complementing each other's growth. Foresight in the way the communities develop creates a competitive edge for new development that considers the region. The comprehensive plan establishes an understanding of the spatial relationships and ways the communities could grow.

A comprehensive and coordinated approach was used to ensure all aspects of each community were considered. This section outlines the various tasks that were completed for the Comprehensive Plan.

Steering Committee Meetings - A series of meetings were held with the Steering Committee. This Committee was able to offer guidance and input in the Plan. An issues sessions was held with the Committee to determine the specific areas that should be addressed in the Plan. The Steering Committee reviewed mapping and documentation, provided contacts and determined the groups that should be included in round table discussions.

Goals, Policies and Actions - Goals, policies and actions for the study were developed based on the Steering Committee meetings. These goals, policies and actions were revised throughout the study as additional information became available from round table discussions, open houses/public presentations and telephone/personal interviews. Goals, policies and actions have also been developed for each section of the plan: The People, The Land, The Economy.

Data Collection - An extensive data collection process was completed for the Comprehensive Plan. With the assistance of many local officials and staff, information was obtained on the population, housing, community services, emergency services, recreation and cultural resources, circulation, land use, environmental considerations, local laws and ordinances, economy and municipal services. This information was compiled for each individual community and assessed on a regional basis for impacts and considerations; maps of appropriate information were also completed for the entire region. The complete inventory is included in the Comprehensive Plan.

Telephone and Personal Interviews - A series of telephone and personal interviews were conducted to obtain additional information. Interviews of several public, not-for-profit and private organizations provided insight into many of the issues that are currently being addressed or ignored in the study area. A complete list of individuals and organizations that were interviewed is included as Appendix 1 - List of Interviews.

Random Survey - A random survey of the residents of the Chadwick Bay Region was completed to gauge the attitudes of residents on community image, services, transportation, recreation, housing and growth (See Appendix 2 - Random Survey). The survey was collected and analyzed; the results are included in the Comprehensive Plan.

Round Table Discussions - A round table discussion is usually held to promote dialogue and discussion around a topic of interest in a non-threatening environment. The Steering Committee devised a list of round table discussions to be held based on the issues currently facing the Chadwick Bay Region. A series of questions were asked to spark the conversation and obtain insight into the organizations or groups included in the forum. A list of round table discussion participants is included in Appendix 3 - Round Table Discussion Participants.

Open House/Public Presentations - In April 1996, an open house and public presentation was conducted in each of the communities. Following an informal question and answer session, a presentation was made to the public. An "issues session" was conducted to allow residents an opportunity to identify specific areas that should be considered in the planning process. Following approval of the draft plan by the Steering Committee, open houses and presentations were held to review general policy recommendations.

Data Analysis - Based on the information gathered for each individual community and the County, an analysis of the Chadwick Bay Region was completed. The analysis of the inventory, suppliers and trends was completed for each "section" of the plan. Potentials were then identified and led to the recommendations and policy statements in the Plan.

Recommendations - Policy statements and an implementation strategy were developed based on the entire inventory and analysis of all data collected. These policy statements were developed to guide the region in developing over the next twenty years as they strive to reach their vision. The implementation strategy offers a clear way to realize the policies by outlining the action, responsibility and time frame.

### .3 The Study Chapters

The study has been separated into three chapters to ensure all characteristics of the communities are considered as a vision is prepared for the future. This section outlines the various "goals" of each section and the information that is assessed. To ensure the study addressed the specific issues of the Chadwick Bay Region, the goals were developed and separated into the various areas of the study: The People, The Land, The Economy.

## *The People*

The people chapter includes a full evaluation of population characteristics of the people that live in the Chadwick Bay Region. This includes an assessment of age, ethnicity, employment, income and poverty. Population projections were also completed in the chapter to illustrate the potential growth or decline that could be expected in the region.

Housing information was also reviewed in The People Chapter. This included an assessment of housing condition and age. An evaluation of the supply and demand of "affordable" housing was completed to determine the deficiencies in housing for low income, elderly and single parent families. Specific types of residential development have also been targeted in the different Chadwick Bay Region communities.

Community services were evaluated to determine the adequacy of social services to residents in the region. This helps ensure that the communities offer services for all residents. An evaluation of the delivery of these services was completed to determine inadequacies and duplication of services. Educational facilities, libraries, hospitals and other community services were also evaluated.

The inventory of recreation facilities and programs was completed as part of The People Chapter. This included an inventory of each community's separate facilities and programs and the regional recreational opportunities in the area. An evaluation of open space and green space was also completed to determine areas that should be improved or protected.

A summary of the public input program that was completed as part of the Comprehensive Planning project is also included in the Chapter. This includes an evaluation of the community survey that was distributed, a summary of the round table discussions and a description of the open houses/public presentations that were completed throughout the project.

## *The Land*

Characteristics of the land that were evaluated include circulation, land use, environmentally sensitive areas and land use regulations. All modes of circulation were considered as an evaluation of the transportation network was completed: air, rail, road, harbor. In addition, pedestrian circulation patterns were also reviewed to determine the need for linkages.

An inventory of the existing land use helps to illustrate the past development trends and patterns that have occurred in the Chadwick Bay Region. A complete land use inventory was prepared for the communities. The impacts of the NYS Thruway and the new 65 mph speed limit was assessed to determine the need for "bedroom community" type services. Growth patterns of the communities were assessed to help determine ways to minimize the potential for "sprawl". A future land use map was prepared to show how the communities should grow in the future.

The protection of environmentally sensitive areas was also considered as the Comprehensive Plan was completed. A detailed inventory of wetlands, floodplains, woodlots, streams, etc. was completed to help define the policies that should be applied to these valuable resources. The protection of agricultural land was also considered to determine ways to preserve this non-renewable resource.

Local laws, codes and ordinances were also evaluated to determine potential changes and updates that were needed in each of the communities.

## *The Economy*

A thorough investigation of the economic conditions of the Chadwick Bay Region was completed. The assessment included an evaluation of the development of Route 60/Route 20 area and the central business districts of the City and Village. The potential for new industry and the retention of existing businesses was also targeted to determine ways to improve the local economy. Opportunities to work cooperatively to improve the economic climate of the entire region are discussed. The Economy Chapter includes an assessment of the regional economy, the historic and present characteristics of the Chadwick Bay Region economy and the impacts of government on the economy.

Municipal servicing was also evaluated as part of the Comprehensive Plan. This included an evaluation of sewer, water, cable, gas, electricity and telephone service. Current capacities and room for expansion were also considered as this portion of The Economy Chapter was completed.

## **.4 History of the Region**

This section offers a brief history of the Chadwick Bay Region. This includes an overview of early settlement patterns, economic growth and the present conditions of the area.

### *Pioneers of the Land*

Chautauqua County marks the western gateway of New York State; more travellers enter New York by way of Chautauqua County than any other entrance point in the State including LaGuardia Airport. Historically, the region has been a significant entry point and marked the route of Native Americans travelling to the east or west; well marked Native American paths have been recorded along Chautauqua lands on maps dating to the 17th century.

Settlers to the area used two main routes; those entering by land travelled from the Mohawk Valley in New York State westward toward the Great Lakes, while those entering by water travelled up the Susquehanna River in Pennsylvania and followed a circuitous route to access Lake Erie. The pioneers of the County were mainly of English or Scotch-Irish stock whose grandfathers had settled in New England and whose fathers had moved from older settlements of Vermont or to eastern New York. As population grew, these New Englanders became cramped and restless to search out a new frontier; this new frontier was to become Chautauqua County.

The earliest settled parts of the region were along the Lake Erie shore; early wagon or horseback travellers used the Lake as a guide. The earliest settlements consisted of "Inn's", post offices and blacksmith shops. These businesses eventually developed into small hamlets; the earliest examples include Silver Creek, Barcelona and Westfield in 1802; Sheridan, Silver Creek, Ripley and Mayville in 1804; and Dunkirk in 1805. Portland was settled in 1806; the hamlet represented the earliest fruit growing and grape culture to thrive in the region. By 1815, Portland had become home to several basket factories which manufactured special baskets to hold grapes.

The Chadwick Bay Region functioned mainly as a lumbering and farming community until after the Civil War had ended. After the timber had been cut and the land cleared, the Chadwick Bay Region became an area of small family farms. Subsistence farming was the norm with most things produced at home. Most farmers raised cows, pigs, sheep and horses. Farmers generally grew corn, wheat and oats for their animals and tended an apple orchard, sugar bush and a garden for table vegetables.



## *From Subsistence to City Centers*

Dunkirk Village (today known as the City of Dunkirk) slowly began to develop into a population center by the year 1817. "Chadwick's Bay" (Dunkirk's harbor) was viewed as a potential western terminus of the Erie Canal by Governor DeWitt Clinton. Joseph Ellicott finally influenced decision makers to use Buffalo as the western terminus of the Erie Canal because the heavily forested areas of Chautauqua County were considered too swampy. This did not hamper the development of Dunkirk.

In the early 1800's, The Townsend Company, of which the Governor Clinton was a member, bought 1,008 acres and invested \$20,000 to buy a wharf hotel and warehouse. After the purchase, the name of the entire area was changed to Dunkirk because the harbor reminded Governor Clinton of Dunkerque, France. The Village of Dunkirk continued to develop because of investments by Walter Smith: a retail proprietor from Fredonia. Smith purchased an interest in the Townsend Company and relocated his business to Dunkirk. He donated Point Gratiot Park to the Village of Dunkirk and became a leading promoter in the future construction of the Erie Railroad. Dunkirk continued to grow as its importance as a shipping port for the region increased.

The Erie Railroad, which originated in New York City, selected Dunkirk as its western terminus in the late 1840's. Thousands of American settlers and immigrants were attracted to the region and found employment in the construction of the railroad; the Erie Railroad was completed and operational in Dunkirk by 1851.

Italian immigrants found Dunkirk and employment opportunities during the late 1850's; this was followed by a wave of Polish immigrants during the 1870's. The Polish settlement in Dunkirk was one of the most significant in the entire country; most of the Polish population found work with the American Locomotive Company. A sample of the regional population of Dunkirk in 1857 includes the following ethnic groups:

American: (New England and Pennsylvania)	2000
Irish:	1123
German:	1116
English:	315
Polish:	58

The Village of Fredonia incorporated on May 2, 1826; Fredonia is considered the "pioneer" Village of the Chadwick Bay Region. Fredonia's history also dates to the beginning of the 19th century when the community was known as "Canadaway". The first families of Canadaway lived in crude log cabins and spent their days clearing forests; the forests provided building materials and by-products to be sold for subsistence and profit. The Village of Fredonia developed as a center for commerce and trade for the people of Canadaway. Fredonia Village was the meeting place for many residents; grocery stores, schools, churches and workshops for craftsmen all developed in the Village. The Village represented the cultural, religious and recreational center of the Chadwick Bay Region in the early 1800's.

The Town of Pomfret, the largest town in the Chadwick Bay Region, surrounds the Village of Fredonia. The Town's history is rural in nature; much of the Chadwick Bay Region's finest grape and vegetable growing farmlands are located in Pomfret. Historically, produce grown on the lands of Pomfret was sold and/or traded in the Village of Fredonia.

## *An Economic Overview*

The great success of the railroad and its inherent development of a steel production industry fostered the development of Brooks Locomotive Works in 1870; more than 13,000 locomotives were produced between 1870 and 1928. A transfer of ownership spawned the American Locomotive Company (ALCO) in 1901 and became the dominant factor in Dunkirk's prosperity; more than 4500 residents (out of a total of 7000 residents in Dunkirk) were employed by the American Locomotive Company. Production boomed until the conclusion of the first World War.

When diesel was invented, locomotive manufacture was moved to Schenectady, New York; ALCO built its last engine in 1928. The company remained in Dunkirk to produce heat exchangers, pressure vessels and pipe for the oil industry. ALCO manufactured the towers for the TriBorough Bridge in New York City and several tunnels under the river in Manhattan. ALCO produced gun carriages, masts and machinery during World War Two and employed more than 2500 workers.

The manufacturing base of the Chadwick Bay Region was greatly diversified in 1925. The area became best known for tools, bearings, food products, specialty metals and precision instruments. Some of the major employers during this era of the 1920's included: Atlas Steel Company (1200), Merrill Silk Mills (300), US Radiator Corporation (350), Van Raalte Silk (600), Dunkirk Radiator (500).

Industry in the Chadwick Bay Region was greatly affected by the national economy and the three major military involvements which took place since 1938. During World War Two, industry converted to wartime production on a large scale. The Korean conflict and the Vietnam War caused less impact but still boosted the economy.

Automation and computerization brought about changes in all categories of mass production. Many companies merged or joined corporate conglomerates with the controlling company often located far distant from the region. By 1976, the County as a whole had lost over 2,000 manufacturing jobs. To help combat the decrease in manufacturing activity, local and County government stepped in, assisted by State and Federal sources through tax incentives, consultation and funding.

By the late 1970's, as many old businesses in the Chadwick Bay Region disappeared, new businesses arrived to take their place. The region continued to flourish in the specialty steel and food processing industries. The most significant businesses in the area included: Al-Tech Specialty Steel (1,200), Roblin Steel (500), Petri Bakery (150), and Ralston Purina (150).

The agriculture industry also changed dramatically in the Chadwick Bay Region between the 1930's and the 1970's. In 1930 there were 6,410 farms in the County, and in 1970 this number had dropped to 2,125. The average farm had increased in size, however, from 90 acres in 1930 to 150 acres in 1975. To cover the costs of equipment and supplies and to be competitive in quality and quantity of production, the small operation was forced to expand. The most popular crops produced during this time included dairy, beef cattle, potatoes, corn, wheat, oats, apples, tomatoes and grapes.

## *The Present*

Recently, the Chadwick Bay Region's industrial base has diminished; the heavy industrialized steel plants, foundries and mills have closed or have significantly reduced their operations. Downsizing has impacted the community and its residents. The region has also recently become home to several high-technology industries of Ceramics processing. Dunkirk International Ceramics and Glass employs approximately 70 workers in the area and feels confident that more opportunities could soon be available within the region. The food processing industry has also taken on increased significance in the area and employs a large segment of the region's population. Processors include Cliffstar, The Red Wing Company, Inc., Ralston Purina and Fieldbrook Farms Ice Cream Company; these operators have all expanded in recent years.

While agriculture has declined in the region and many farms have been sold or ceased production, the Cornell Cooperative Extension reports that there are still more active farms in Chautauqua County than any other County in New York State. Vegetable production has declined over the past decade, but Chautauqua County still produces more than half of New York State's grapes and captures a significant portion of the dairy industry.

Tourism also has the potential for growth in the future of the Chadwick Bay Region. The region's location on Lake Erie makes the area a spectacular recreational outlet for boating, biking and swimming. Dunkirk Harbor, once a prominent shipping port, could be transformed into a visual and recreational resource that attracts people from all areas of the country. The rich cultural history of the Village of Fredonia and the City of Dunkirk offers the tourist the opportunity to appreciate a rich regional history.

The municipalities of the Chadwick Bay Region welcome the future along with the opportunities which may follow as a result of their regional planning effort. The Comprehensive Plan for the region represents their effort to enter the 21st century with a plan, a set of established policy statements that guide their future and offer a solid vision for the future.

## **.5 The Chadwick Bay Region Strengths**

The strategic location of the Chadwick Bay Region gives the area tremendous advantages when trying to attract new residents and businesses to the County; Chautauqua County is the western most county in New York State and is within a day's trip to over 80% of the population in the United States.

The communities of the Chadwick Bay Region recognize they have the potential to provide an attractive, prosperous region for their residents. All of the Chadwick Bay Region benefits by determining "a place for everything and everything in its place". This section outlines the strengths of the Chadwick Bay Region and the opportunity to capitalize upon them as the vision of the communities is realized. Each strength and ways to make them flourish are discussed below.

### *Sustainable Development*

"Sustainable development" is economic growth that meets the needs of the present without compromising the ability to meet future needs. This process of change, in which the use of resources, the direction of investment, the orientation of technological development and institutional change, all enhance the potential to meet human needs in the future. Sustainable development is a concept and a policy with long range planning at its core.

The comprehensive plan is the opportunity for the Chadwick Bay Region to not only look at an integrated and comprehensive approach to development, but to also create a vision of a "sustainable" region. The approach challenges government, citizens, business and community groups to consider the future impact of their actions. Since economic growth is one of the more important concepts of this study, its focus is on economic development that incorporates non-polluting, energy efficient and environmentally friendly businesses including traditional manufacturing industries that have become environmentally sustainable. New approaches in housing, clustering and reuse of existing buildings result in "recycling the city" and support the overall sustainable development concept.

## *Waterfront*

Route 5 is a parkway or scenic waterfront drive and trail system that traverses the entire study area; an overall development plan for the corridor includes areas for specified development as outlined in the future land use plan. This parkway is essential to create an attraction for both residents and tourists that are interested in visiting the Chadwick Bay Region. This includes both a scenic drive and pedestrian/bicycle path from Sheridan through to Portland.

The extensive Lake Erie waterfront of the Chadwick Bay Region is one of its most unique attributes. With the exception of the Village of Fredonia, each of the communities in the study area borders the Lake Erie waterfront. The entire Chadwick Bay Region waterfront is approximately 27 miles (City of Dunkirk - 4 miles, Town of Dunkirk - 5 miles, Town of Pomfret - 1 mile, Town of Portland - 9 miles, Town of Sheridan - 8 miles). The Sheridan Bay and the Dunkirk Conference Center in Sheridan, Wright Park, Point Gratiot Park and the central waterfront district in the City of Dunkirk, the Canadaway Creek Nature Preserve and the Shorewood Golf Course in the Town of Dunkirk, Van Buren Point boat launch in Pomfret, Lake Erie State Park in the Town of Portland and newer residential development in Dunkirk, Pomfret, Portland and Sheridan are all located on Lake Erie. The Dunkirk Harbor has been identified as a Significant Coastal Fish and Wildlife Habitat by the State; it is one of the few places in the lake that provides substantial protection from wave action for fish, wildlife and aquatic vegetation.

The study area presents an opportunity to develop the waterfront in a manner that protects natural character while creating "pockets" of development concentrated in the "urban" area. The City of Dunkirk offers the best opportunity to promote public access. The central waterfront area includes a pier, marina, restaurants, and hotel and is the proposed site for additional recreation facilities. More intensive waterfront development (commercial and higher density residential) should be concentrated in the City of Dunkirk. The Town of Dunkirk, located on either side of the City, should include lower density residential and recreational uses (e.g., waterfront parks, picnic areas). The Towns of Pomfret, Portland and Sheridan offer an opportunity to develop high end residential developments that could be used as year round or seasonal uses.

Any development, redevelopment or enhancement of the Chadwick Bay waterfront should be done with input from the New York State Department of State's Coastal Management Program and should be in concurrence with the Coastal Management Plan.

## *Commercial Growth*

In the Chadwick Bay Region, there are three distinct commercial areas that help support the region and its residents; all three lie within the urban area of the region. The City of Dunkirk waterfront offers the most spectacular opportunity to create a unique, regional attraction to bring tourism dollars into the study area. Currently, the City's central business district (CBD) is focused around Central Avenue and Route 5; businesses include restaurants, a hotel, offices, City Hall, banks, a post office and local specialty shops. By "extending" the waterfront character along Central Avenue, people could be drawn into the City to discover its other amenities.

The Village of Fredonia has a very vibrant CBD that centers around Barker Commons. The historic character of many of the buildings in the CBD has been retained and enhanced. The Village offices, located in the Fredonia Opera House, and the Town of Pomfret Town Hall are located in the CBD. Other businesses include restaurants, offices, post office, library and specialty shops. The Village should continue to capitalize on the historic nature of its CBD as future development occurs.

The Route 60/Vineyard Drive area is attracting regional shopping centers and is becoming a distinct shopping district and the "regional downtown" for the Chadwick Bay Region. Currently, large, big box type retail is targeting this area of the County for new development. These regional shopping attractions are used by both local residents and regional shoppers who are willing to travel to these destinations. Viewed as an "attraction", the three business areas of the Chadwick Bay Region should be promoted to draw people into the County or extend tourist stays. The newly established commercial areas of Route 60 and Vineyard Drive continue to grow and attract an ever-increasing number of "chain" and "category killer" operations. The shopping area has become a regional draw that attracts residents from throughout the County.

### *Economic Development*

Many of the businesses and industries of the Chadwick Bay Region are owned and operated by people who have lived in the region their entire lives. This offers an advantage because there is a sense of community spirit and pride that is uncommon in many of the industries that dominate today's economy. This commitment to the people and region is recognized by the political leaders as they target ways to help retain and expand existing industries to strengthen the economy.

The NYS Thruway interchange in the Town of Dunkirk offers another advantage to the economy of the region; access to and from the area can be highlighted to attract new industries. A road that links Route 60 at the Thruway Interchange to the Chadwick Bay Industrial Park could also help to better position the region for future industrial expansion. New industries are offered easy access to an interstate highway, undeveloped land for development and servicing by a region that is interested in growth and development.

The Chadwick Bay Industrial Park in the communities of Dunkirk and Sheridan represents the region's premier undeveloped industrial land. The Park offers full service by water and sewer infrastructure, fiber optics capability, and direct access to two rail lines and the Chautauqua County Airport at Dunkirk. A proposal to complete an Industrial Access Road connecting the Thruway with the Park could open up a broad range of future opportunities for industrial development. The Chautauqua County Airport at Dunkirk has the capacity to further expand their freight or passenger transport capabilities. Development at the Chadwick Bay Industrial Park may be accelerated by creating a connection between the Airport and potential industries at the Park.

The location of the Chadwick Bay Region has become more significant than ever before, situated within one-day's commuting distance to New York City, Cleveland, Pittsburgh, Toronto and Chicago. The region is currently examining opportunities to develop a Regional Distribution Center: a transportation link or "logistics operation" for businesses that serves as a central pickup/dropoff point for manufactured goods. Proximity to the Thruway, rail lines, air transport, the Peace Bridge, and major cities to the south and west of the United States are advantages that contribute to the possibility of a Center that is further being explored.

High-technology has found a home in the City of Dunkirk and efforts should be made to expand this new industry. The Dunkirk International Ceramics and Glass installation, a high-tech recycling firm, has special needs that could be satisfied by advancing new initiatives in the region. Entrepreneurial activities could be developed based on the needs of this and other existing industries in the region.

Locally based manufacturers including Cliffstar, The Red Wing Company, Inc., Welch's and Dunkirk Radiator report a positive outlook for the next 3 to 5 years. Hiring is occurring and jobs are available; the local employment pool needs updated training to meet changing technology and responsibilities in the global economy.

## *Agriculture*

The Chadwick Bay Region has maintained a rural character as development has occurred in this portion of Western New York. The study area lies within the Chautauqua grape belt region which comprises over forty percent of the State's grape acreage and produces about fifty percent of the State's grapes. Agriculture, and its evolution to meet ever changing technology, is viewed as a key to the future of the region.

Changes in market prices have either prompted the consolidation of small farms into larger ones or forced some farmers to remove agricultural lands from farming altogether. As farms begin to consolidate and their actual operation becomes automated, the need for additional finished product markets must be explored for investment in the region. In recognition of the importance of this valuable, non-renewable resource in the Chadwick Bay Region, prime agricultural lands should be preserved wherever possible; this could be accomplished through financial incentives to farmers (e.g., tax incentives for inclusion in agricultural districts) or proper land use planning.

## *Tourism*

The City of Dunkirk should promote its once-industrial harbor for recreational purposes. Sport fishing, boating, diving and wind-surfing could be encouraged on Chadwick's Bay and new commercial activity may develop as a result of increased usage of the harbor. There are some minor commercial fishing operations in the City of Dunkirk and commercial activity in the hamlet of Barcelona in the Town of Westfield. Significant opportunities for increased commercial fishing exist in the region; the Lake may be fished far more heavily before legal limits are approached; the Canadian side of Lake Erie reports a thriving commercial fishing industry that far exceeds U.S. numbers.

The region as a whole should generate economic development by enhancing access to and activities along Lake Erie. Route 5 should be developed as an attraction that stretches through the municipalities and connects the Chadwick Bay Region with Lake Chautauqua and the attractions of the southern portion of the County.

The completely renovated and restored Fredonia Opera House is expanding its programming and its market outreach. The facility could ideally function similarly to the Lancaster Opera House and attract motorcoach tours from the Western New York/Pennsylvania region. This increase in visitors could expand the market for tourism in the region.

## *Residential Growth*

The Chadwick Bay Region is attracting a new market of residents from the Buffalo region. The increased Thruway speed limit and the congestion of the Buffalo suburbs have induced many to relocate to the region and commute to Buffalo for work. Many of these new residents are building new homes in the "suburban" areas of rural Pomfret, Portland, Sheridan and the Town of Dunkirk.

The Towns of Dunkirk and Portland have become specific targets for the development of "vacation" and/or second homes; the waterfront areas of these communities are particularly attractive to new builders.

## 2.0 The People

The People Chapter examines the characteristics of residents and services that they utilize in the Chadwick Bay Region. The Chapter includes the following sections:

- .1 Introduction
- .2 Goals, Policies and Actions
- .3 Population
- .4 Housing
- .5 Community Services
- .6 Emergency Services
- .7 Recreation and Cultural/Historic Resources
- .8 Public Input

### .1 Introduction

This chapter examines the characteristics of the people of the Chadwick Bay Region. The Chapter begins with an analysis of the population and demographic characteristics. An examination of age, ethnicity, income levels and employment characteristics was completed to provide an overall portrait of residents. Population projections were then completed to determine potential population trends that would impact future service delivery necessary in the region. Housing characteristics were also examined to determine what markets should be targeted and what deficiencies should be considered. The type and location of housing constructed over the past five years was evaluated to determine trends that are occurring in the Chadwick Bay Region.

The chapter also examines the community services that are available to Chautauqua County residents; this includes schools, libraries and medical/dental services. The provision of these services, combined with good, stable employment opportunities, helps improve the quality of life and helps attract new people to a region. Emergency services are also examined in this chapter: police, fire, ambulance. The method of providing these services and the adequacy of delivery is evaluated. In many cases, these services are shared among the municipalities and future potential consolidation is explored.

Recreational resources in a community include parks, playgrounds, private facilities, cultural activities and historical features. In this chapter, the recreational opportunities of the Chadwick Bay Region and the County as a whole are explored. Recreation is especially important to Chautauqua County because the existing recreation opportunities and facilities lay a foundation for attracting and expanding the ever growing tourism industry. The parks and playgrounds in each community are evaluated and a general description of deficiencies is outlined.

The chapter also discusses the public input process used throughout the project to gather data and ideas from all residents. Public input techniques include random survey, round table discussions, telephone/personal interviews, public presentations and steering committee meetings.

When combined, this information is used to determine the potentials for the people of the Chadwick Bay Region. These potentials are based on the characteristics of the people and the vision they have for the area. Finally, an implementation matrix outlines the recommendation, time frame and responsibility for each recommendation.

## *People Characteristics*

This chapter reveals the following about the people in the Chadwick Bay Region:

### Population

- The population of the Chadwick Bay Region has realized only a small population decline since 1990. The Lakeview Shock Incarceration Facility which opened in 1989 added almost 1,200 residents to the population; without this facility, the population would have declined by nearly 1,400 people.
- The Chadwick Bay Region's population is 87% white. This is considerably higher than the State's percentage of 62%, but lower than the Chautauqua County's percentage of 93%.
- In the Chadwick Bay Region, 23% of residents have attained at least an associates degree; this is higher than the County's percentage of 21% and is comparable to the State's average of 29%.
- The Chadwick Bay Region median income is \$25,6856. This is higher than the County median income of \$24,183 but considerably lower than the State's median income of \$32,965.
- Agriculture accounts for 3% of all industry in the Chadwick Bay Region compared to New York State at 1%.
- The most significant industries in the Chadwick Bay Region include Retail Trade, Education, Manufacturing Non-Durable Goods, Manufacturing Durable Goods and Health Related.
- The overall population of the Chadwick Bay Region could expect to see a decline in population over the next 20 years if all conditions remain the same. The population could decrease from approximately 37,000 to 34,500 by the year 2010.

### Housing

- Of Chautauqua County's 62,682 housing units, 14,078 or 22.5% are in the Chadwick Bay Region. The Chadwick Bay Region communities occupy only 11.7% of the County's total land area.
- The majority (68%) of the Chadwick Bay Region's housing units are in or near this urbanized portion of the region: the City of Dunkirk (5,952 units) and the Village of Fredonia (3,548 units).
- The median value of owner-occupied housing is higher in the Chadwick Bay Region (\$56,226) than Chautauqua County (\$47,800).
- Since 1987, 636 units of new housing have been constructed in the Chadwick Bay Region.



- The average household size in the Chadwick Bay Region could decrease from 2.58 (1990) to 2.53 (2000). Smaller households could be the trend and new housing starts should consider this trend.
- An estimated 30-45 units of farm labor housing is needed in the Chadwick Bay Region.

#### Community and Emergency Services

- There are eight school districts that service the Chadwick Bay Region: Brocton Central School District, Cassadaga Valley School District, Chautauqua Lake School District, Dunkirk School District, Forestville School District, Fredonia School District, Silver Creek School District and Westfield School District. The schools have agreed to meet on a regular basis to discuss their problems and determine ways they can share costs in the future.
- Brooks Memorial Hospital is initiating outreach programs including a new Radiology Department, Diagnostic Imaging Department and Cardiac Rehabilitation Program
- Most people in the Chadwick Bay Region appear to be pleased with the level of police, fire and ambulance service in their communities.

#### Recreation

- There are several unique recreational opportunities in the Chadwick Bay Region including waterfront parks, Thayer Road Overlook, Canadaway Nature Preserve, SUNY Fredonia ski area, Lily Dale, Bear Lake, Cassadaga Lake, etc..
- Overall, the park and open space needs of residents appear to be met in the Chadwick Bay Region. According to national park and recreation guidelines, there may be a need to develop some neighborhood parks and community parks in the Village of Fredonia, Town of Pomfret, Town of Portland and Town of Sheridan.
- Recreation programs seem to lack "unstructured" play spaces that are not programmed for leagues or special events. The largest "deficiencies" in recreation facilities appear to be in tennis courts, volleyball courts, baseball fields and little league fields.

#### Public Input

- In the random survey distributed among the communities, 79% believe the rural character of the area should be retained and 93% believe that Lake Erie is one of the region's greatest assets.
- 82% of survey respondents believed that there was a need to build more community pride in the Chadwick Bay Region.

## .2 Goals, Policies and Actions

There are many ways to improve the quality of life for residents in the Chadwick Bay Region. This section, in examining the characteristics of the people of the area, offers goals, policies and actions that should be targeted in the Chadwick Bay Region. The goals have been separated into the following topics: population, housing, community services, emergency services and recreation and cultural/historic resources.

### *Population*

The age and ethnic mix of the population of the region is changing and expanding. Residents are tending to be older, more educated and with fewer children residing at home. The Chadwick Bay Region also has an evolving ethno-cultural population mix which should be viewed as a community resource. There is a need to bring people together through services, festivals and facilities. According to the random survey distributed in the study area, 82% believed that there was a need to build more community pride. The image of the Chadwick Bay Region, and the perception of the region, must be improved. Goals to meet the changing needs of the current and future population include:

**GOAL 1 - To promote slow population growth in the Chadwick Bay Region**

**Policy 1.1 - To attract and retain stable, good paying employment opportunities for young professionals through the retention of existing businesses and the attraction of new industries**

**Action 1.1.1 - Job training and entrepreneurial skills should be taught throughout high school and during secondary education; coordination between all providers (Private Industry Council, JCC, schools, industries) is important to eliminate duplication and target specific outcomes. By developing entrepreneurial skills and opportunities in the local schools and colleges, the Chadwick Bay Region encourages young, business minded residents to remain in the area. This could result in jobs, positively impact the local economy and help improve the quality of life for young residents.**

**Policy 1.2 - To improve the quality of life by offering improved services and amenities that are geared to different age groups**

**Action 1.2.1 - An atmosphere of opportunity should be created in the Chadwick Bay Region; the design of a community greatly impacts the perception residents and visitors have in certain areas. This plan is an important first step illustrating the commitment of the municipal officials. Each of the communities should adopt, in principal, this comprehensive plan that outlines potential growth patterns and development areas.**

**GOAL 2 - To improve community pride among all residents in the County**

**Policy 2.1 - To support and promote ethnic diversity and cultural activities that serve the needs of the residents of the region and support economic and tourism goals**

**Action 2.1.1 - The City of Dunkirk should organize multi-cultural festivals to celebrate the varied heritages of residents. This helps to change the perception that the Chadwick Bay Region is not receptive to all people. In addition, residents in the region should be educated on the traditions and customs of other ethnic groups; this helps develop a better understanding and improve communication.**

**Policy 2.2 - To provide proper training and education for semi-skilled positions to create a qualified labor force and improve the self-esteem of residents that are currently unemployed or underemployed**

**Action 2.2.1 - Residents of the Chadwick Bay Region should be encouraged to complete high school or obtain their GED. Existing and new incentive programs, provided through not-for-profit organizations and educators, should be developed to spur interest in these residents and assist them with the process.**

**Policy 2.3 - To promote the region as the "Chadwick Bay Region"**

**Action 2.3.1 - By developing a promotional package and slogan, the communities could begin to market themselves as a region with a tremendous amount of special amenities. This promotion should target new industries, commercial development and residents that creates a stronger regional tax base and economy. The promotion material could include the development of a homepage and internet access for the Chadwick Bay Region.**

**Action 2.3.2 - The communities should develop a "web site" and "home page" that promotes and advertises the Chadwick Bay Region. The home page should outline the opportunities for businesses, industries and residents; tourism and recreation opportunities should also be highlighted.**

## ***Housing***

The Chadwick Bay Region must provide decent, affordable housing for moderate and low income residents; the housing needs of all others must also be considered. This includes the elderly, young professionals, "baby boomers" and "empty nesters". The age and condition of the current housing stock influences the overall needs of the communities. To meet changing housing needs in the Chadwick Bay Region, goals include:

**GOAL 1 - To offer safe, affordable, quality housing to all residents in the Chadwick Bay Region**

**Policy 1.1 - To concentrate new housing development within the urban growth boundary and hamlet areas**

**Action 1.1.1 - Infill techniques should be used to integrate affordable housing in existing neighborhoods on existing lots. Many times, there is a perception that a high density of low income housing results in higher crime rates and deterioration of neighborhoods. While this may not be true, infilling could help eliminate the perception of "ghettos" where high concentrations of low income housing are developed.**

**Action 1.1.2 - Residents in the area have access to a number of existing maintenance/rehabilitation programs in the region. These programs are offered through a wide range of not-for-profit, such as CHRIC, and municipal programs. Advertising and promoting these programs encourages people to access funds that are available and improve the overall aesthetic quality of the Chadwick Bay Region. Municipalities should consider combining efforts to apply for housing rehabilitation money.**

Action 1.1.3 - Absentee landlords should be encouraged to upgrade and maintain their properties; this is especially true in the Village of Fredonia for the off-campus student housing. Mechanisms, such as landlord licensing, should be explored to assess fines for not maintaining properties.

Action 1.1.4 - An evaluation and assessment of older buildings in both downtown Dunkirk and Fredonia should be completed to determine their potential for renovation to seniors and affordable housing apartments. This could help maintain a population base in the core areas and disperse "low income" housing throughout the area. Funding could be available through public and private alliance.

Policy 1.2 - To recognize the special needs of many migrant workers and assist not-for-profit agencies in providing housing throughout the Chadwick Bay Region

Action 1.2.1 - A recent study completed in 1994 shows a need for an additional 30-45 units of farm labor housing (Farm Labor Housing Market Study). These units should be incorporated into existing structures to the greatest extent possible. Integration of farm workers within the community is important to allow them to feel as if they are a part of the community. Rural Opportunities, Inc. is applying to construct 16-32 units of housing for both year-round and seasonal housing needs of farm workers. Rather than develop one or two buildings specifically for these users, they should consider using funding they obtain to rehabilitate existing buildings within the City of Dunkirk or Village of Fredonia. Rural Resources is an important catalyst for providing migrant worker housing in the Chadwick Bay Region and should be encouraged to develop migrant housing using infilling techniques.

Action 1.2.2 - Efforts should be made to bring all housing units up to the current building code; this ensures a safe living environment for migrant workers currently in these units. Absentee landlords should be responsible for ensuring their housing is up to code; stricter penalties should be enforced for non-compliance.

Policy 1.3 - To capitalize on the potential of the Chadwick Bay Region becoming a "bedroom" community

Action 1.3.1 - Specific marketing techniques should be taken to attract people from the Buffalo, Erie - PA and southern Erie County areas; new development should be concentrated in the urban growth boundary. Advertising could include placing advertisements in Erie County publications or newspapers to attract potential residents.

Action 1.3.2 - Housing in the downtown areas of the City of Dunkirk and Village of Fredonia should be encouraged. By encouraging mixed uses (eg. first floor retail, second floor office, third floor apartments), the downtown areas should become a vibrant and attractive part of the City and Village. American with Disabilities Act will have to be considered as new renovations are completed; efforts should be made to make buildings accessible to the physically challenged.

Action 1.3.3 - Because of the potential to attract people from the Buffalo and Jamestown regions, the Chadwick Bay Region should begin to develop unique housing opportunities. This should include affordable waterfront housing that includes recreation facilities and other amenities.

**Action 1.3.4 - The communities should explore the potential of developing retirement housing on the waterfront. Developments of this type should draw from a regional or state-wide market if developed in a unique way. Housing agencies in the Chadwick Bay Region should be encouraged to participate in its development.**

**Action 1.3.5 - Through zoning, development nodes should be encouraged for middle and retirement aged community housing complexes along the shore of Lake Erie. Housing affordability should be a prerequisite for a percentage of the units.**

**Policy 1.4 - To explore the use of manufactured homes, townhouses, duplexes or condominiums**

**Action 1.4.1 - There is a need for moderately priced housing for young professionals or "baby boomers" that move to the Chadwick Bay Region. In general, the current housing stock that is priced for this group is made up of older homes that require significant maintenance or small, cottage/bungalows that also require significant maintenance. Newer subdivisions should consider the need for smaller lot, smaller homes for the young professional.**

**Action 1.4.2 - The communities should consider preparing a "Five Year Plan" to diversify housing development for various users. This plan should be completed in conjunction with all housing providers and should be assessed on a regular basis. The type and location of various housing types should be examined.**

**GOAL 3 - To recognize how land use regulations can positively impact residential development and create "neighborhoods" in the rural communities**

**Policy 3.1 - To include clustered housing provisions in zoning ordinances and subdivision regulations that build flexibility into the development process**

**Policy 3.2 - To utilize serviced areas for housing development and explore higher-density housing that protects agricultural lands and open space**

**Policy 3.3 - To promote innovation in housing and subdivision design to facilitate the construction of energy efficient housing**

**Policy 3.4 - To ensure absentee landlords throughout the region, especially those that own "college housing", are held responsible for ensuring housing is up to code**

**Goal 4 - To maximize the effectiveness of housing organizations in the Chadwick Bay Region**

**Policy 4.1 - To improve communications among all housing organizations**

**Action 4.1.1 - The communities should consider forming a not-for-profit round table that would meet on a monthly basis. This committee could track and target specific housing needs that are identified in the communities. The round table could be responsible for reporting their findings to appropriate City Council, Village or Town boards where further action is expected.**

**Policy 4.2 - To increase public awareness of housing needs in the Chadwick Bay Region to increase understanding and reduce misconceptions of public housing**

**Action 4.2.1 - Agencies should combine their resources to better publicize their efforts in providing adequate housing in the Chadwick Bay Region. This could include additional media coverage, booths at festivals, etc..**

## ***Community Services***

Education provides the mechanism whereby future generations acquire the knowledge, skills and values to meet the community's future challenges. The community survey shows that 63% of people in the area believe that some consolidation of services should be considered; community services are one area that this can occur. The future of the Chadwick Bay Region is built on its educational system and should concentrate on improving the overall education level of the community by providing opportunities for upgrading the school systems, retraining residents and teaching language skills. Innovative grass roots approaches to community education are needed whereby educational institutions are invited into the community and the workplace to expand employment possibilities and maximize the potential of the communities' human resources.

A community is built on its future and the under-privileged of today are those that, in time, become significant contributors. The Chadwick Bay Region should place an emphasis on a social strategy aimed at creating a healthy, safe and socially integrated community. Public safety and security are always a primary community concern. Police and Fire Protection have impacts on land use, social well being and the quality of life of the residents of the Chadwick Bay Region. The current level of service should be maintained and enhanced.

Recreation and access to green space contribute to the quality of life. The Chadwick Bay Region is rich in opportunities for active and passive recreation and enjoyment of the outdoors. This includes local, regional and state facilities that are available to all residents in the area. Community service goals for the Chadwick Bay Region include:

**GOAL 1 - To provide quality education to all residents in a cost-effective manner**

**Policy 1.1 - To support the efforts of public, parochial and private education providers to supply continuing and expanding educational needs**

**Action 1.1.1 - An open dialogue with the School Boards in the Chadwick Bay Region is necessary to create a more cooperative working relationship between municipalities, the schools and residents. Different taxing rates that appear to increase each year are acting as a detriment to attracting residents to certain areas of the community. The schools boards should begin to evaluate the potential to consolidate or better coordinate all districts in the region to eliminate the duplication of services and increase their effectiveness.**

**Action 1.1.2 - The schools should evaluate the potential of consolidating some services to decrease costs of operating and maintaining eight different districts that service the Chadwick Bay Region. Cost sharing could be realized by sharing teachers, maintenance crews, office staff and administration or buying supplies. The school boards, in formalizing the process, have taken the initiative to meet on a monthly basis to discuss how they can work together.**

Action 1.1.3 - A concerted effort to work with businesses, by educators at all levels, should be encouraged to target specific job training capabilities. Communications between the schools and businesses should be encouraged so they understand each others needs. The current school to work program at the Fredonia High School is successful and should be used as a model in other school districts.

Policy 1.2 - To promote life long educational opportunities for all members of the community

Action 1.2.1 - The Chadwick Bay Region should strive to develop a competent and technologically adaptable workforce through coordinated and appropriate training, re-education and re-training. The Private Industry Council currently offers training and should be encouraged to continue its existing programs and further advertise its advantages. Additional programs should also be considered based on the specific needs of the local industries in the Chadwick Bay Region.

Action 1.2.2 - Residents of the Chadwick Bay Region should be encouraged to obtain their GED and other training that is necessary to obtain good paying, stable jobs. Programs that are available to residents should be promoted to encourage residents to obtain their high school diplomas or equivalency so they can be further trained. Education programs and training should be developed so they are responsive to local needs of area industries.

GOAL 2 - To provide social and community services that meet the needs of all residents in the Chadwick Bay Region

Policy 2.1 - To ensure library services are accessible to all residents in the Chadwick Bay Region

Action 2.1.1 - A "Center for the Chadwick Bay History" should be considered to be used as a research center that is available to students and residents of the Region. This museum and resource center could also become an attraction for visitors. The Center could apply for grants or loans to determine its services and become the "historical information focus" of the region.

Action 2.1.2 - Fund-raising, some of which is being completed by larger libraries in the region, should be encouraged for all libraries in the Chadwick Bay Region. A "regional" grant writer could be used to pursue library and other funding that could be used in the area.

Action 2.1.3 - The SUNY Fredonia is a resource in the region that should be promoted among all residents and visitors in the region. SUNY Fredonia should be contacted to determine ways to increase usage by the community.

Action 2.1.4 - Ideas should be shared among the libraries. Many of the ideas being implemented in the City of Dunkirk (fund raising, summer reading programs, public education) could be transferred to other libraries to help them improve their service; this should be further explored.

**Policy 2.2 - To recognize the impact of the medical profession as a health provider, educator and employer in the Chadwick Bay Region**

**Action 2.2.1 -** The doctors, nurses and staff at the hospital, dentists and other health care providers should be encouraged to become involved in the community to promote, where possible, a shift in emphasis to health promotion, disease prevention and increased individual well being. This is especially true for the elderly and lower income populations to reduce the dependency on social services in the region.

**Policy 2.3 - To evaluate the potential to consolidate "court" services among the municipalities**

**Action 2.3.1 -** The Village of Fredonia/Town of Pomfret and Village of Brocton/Town of Portland should consider consolidation and determine if they can realize cost savings in administration, overhead, office space, etc.. An agreement could be considered to ensure that the appropriate share of revenue is disbursed to each community for the appropriate court decisions.

**Action 2.3.2 -** A regional court system should be considered by the Chadwick Bay Region. The consolidation of space and personnel may enable the communities to realize a savings and increase in efficiency.

**Policy 2.4 - To consider developing a regional senior citizen program**

**Action 2.4.1 -** The elderly are a growing proportion of the population in the Chadwick Bay Region. Promoting the social well being of this group, through a responsive and coordinated strategy for social service delivery, is essential as their needs increase. The communities should work determine if regional programs that include social interaction, health education and volunteer opportunities for the elderly should be pursued. A cost savings of developing these programs regionally could be realized if existing programs are enhanced on a regional basis.

**Action 2.4.2 -** The transportation of seniors to a regional program may be necessary if regional programs are initiated. As the communities determine the feasibility of establishing a regional senior citizen program, the provision of bus, van or automobile services should be evaluated.

**Policy 2.5 - To provide for the increasing need for day care in the region**

**Action 2.5.1 -** The Child Care Council reports that the 3,000 calls received per year inquiring about day care services is increasing. With more women in the work force and more single parent households, the need for child day care could increase; likewise, the growing number of persons 65 years of age and older could also increase. These trends point to a greater need for day care services for both children and adults. Social service providers and businesses providing child care should consider opportunities to provide these services in facilities that support families, or include adequate child care spaces in community facilities and neighborhood based parent/child resource programs.

**Action 2.5.2 -** Through local land use regulations, opportunities for start-up home day care businesses should be encouraged. These businesses could help single parents who are unable to leave their homes for work and also provide a necessary service. Assistance with the NYS licensing process, such as the program offered by Chautauqua Opportunities, can also be provided by not-for-profits or other agencies within the municipal government.



**Policy 2.6 - To maximize resources available to the community service organizations in the Chadwick Bay Region.**

**Action 2.6.1 - A comprehensive study of all community service organizations in the Chadwick Bay Region should be undertaken to assess the funding, staffing and equipment available to each, in order to determine where consolidation and cooperative efforts may be beneficial.**

**Action 2.6.2 - A task force, with representatives of all community service organizations, should be formed to begin the inventory process of all community social services in the region. Because there are so many providers, a "single source" provider should be considered to ensure overlaps and duplication in efforts are eliminated.**

**GOAL 3 - To increase public awareness of the needs of specialized groups of citizens within the Chadwick Bay Region**

**Policy 3.1 - To develop a comprehensive public education program with the various community service organizations**

**Action 3.1.1 - Increasing the presence of various organizations within the community can be accomplished by sponsoring informational booths at local fairs or festivals, operated by staff with literature/video presentations available. Sponsoring radio/television advertisements that explain how and why community needs are met through the various organizations could be implemented. This would help to educate people as to the value of these organizations and increase the acceptability of their goals.**

## ***Emergency Services***

**Emergency services in the Chadwick Bay Region are provided by a number of sources that work cooperatively in serving the entire region. The delivery of fire, police and ambulance service is especially important to the public safety and welfare. Determining what deficiencies and overlaps in service exist leads to the possibility of combining or consolidating some services. Goals, policies and actions for emergency services in the Chadwick Bay Region include:**

**GOAL 1 - To provide efficient, cost-effective emergency services to all residents of the Chadwick Bay Region**

**Policy 1.1 - To improve safety and security in the region**

**Action 1.1.1 - The Chautauqua County Ambulance Service (formerly WCA Services) is responsible for transporting most serious injuries to local hospitals. A task force made up of local elected officials and fire department representatives should be formed to address any overlap between services provided by the local departments and the Chautauqua County Ambulance Service. The consolidation or improved cooperation among EMS providers should be further explored by the communities and organizations.**

**Action 1.1.2 - Neighborhood based programs should be encouraged to increase safety and security in neighborhoods. Neighborhood watch programs develop close relationships with police departments; this helps to increase the profile of police in the community.**

Action 1.1.3 - The communities should complete an evaluation of the police protection in the region and consider potentials for consolidation. The study should focus on the suppliers and ways to create a more efficient delivery of police protection. The law enforcement programs should be supported to help reduce crime in each community.

Action 1.1.4 - In many areas of the Chadwick Bay Region, there is a perception that neighborhoods are not safe. In these areas, police presence should be increased to create a sense of security. The communities should consider the need for additional foot or horse patrols in the urban cores (City of Dunkirk and Village of Fredonia) to increase this presence.

## *Recreation and Cultural/Historic Resources*

Recreation and culture help add to the quality of life for residents and also attract visitors to an area. Communities have an obligation to ensure that recreation needs are met; this can be done by the individual community or by the region. By providing adequate recreation and culture opportunities in a community, youth problems could be lessened, seniors become more interactive and all age groups become part of a community. The recreation and cultural/historic resources goals, policies and actions include:

GOAL 1 - To develop the Chadwick Bay Region waterfront with unique, water related uses that create a destination for residents and tourists

Policy 1.1 - To improve and market a series of destination points along the waterfront that would include Sheridan Bay, Dunkirk Convention Center, Wright Park, the City's pier, Memorial Park, Point Gratiot, Lake Shore Golf Course, Van Buren Boat Launch and Lake Erie State Park

Action 1.1.1 - The City of Dunkirk waterfront and pier is a spectacular attraction that acts as an anchor for tourism and recreation development in the region. There should be increased promotion of the marinas and waterfront within the City. Special consideration should be given to developing facilities for transient boating. An outdoor museum display should be developed at the pier to attract people to various facilities in area.

Action 1.1.2 - Route 5 should be developed as a "parkway" that includes points of interest for motorists and pedestrians. Interpretive nodes, picnic areas, viewing locations and active recreation nodes should be developed along the entire waterfront. Linkages with Route 20 should also be considered.

Action 1.1.3 - The feasibility of future marinas and boat launches should be further addressed and studied. These recreation facilities often generate money in a community and also help attract tourists; potential spin-off benefits could be realized in terms of water related businesses, hotels or restaurants.

Action 1.1.4 - A two way road and improved entry points to Point Gratiot Park should be developed; traffic direction should also be reversed to create a stronger sense of entry into the park. This helps to promote the park as a destination for residents and tourists. Additional parking should also be considered to serve visitors to the historic lighthouse.

Action 1.1.5 - A waterfront "promenade" should be developed to link Wright Park with Point Gratiot Park in the City of Dunkirk. By linking these two waterfront parks, the City should start to promote other water dependent uses to create a series of activities that pedestrians and cyclists can patronize.

Action 1.1.6 - A "no build zone" should be created along the entire waterfront in the City of Dunkirk. This no build zone ensures that only public or water related uses are developed between Route 5 and the Lake. Controlling land uses in this way preserves the waterfront as a destination and tourist attraction. Other "no build zones" should be considered for the remaining portion of the study area.

Action 1.1.7 - The Chadwick Bay Region communities should begin negotiations with land owners along the waterfront to ensure public access.

**GOAL 2 - To utilize the Lakes in the Chadwick Bay Region as anchors for recreational/tourism development but ensure their protection as usage increases**

**Policy 2.1 - To determine ways to attract and capitalize on the number of people visiting Chautauqua Lake, the Chautauqua Institution and Lilydale**

Action 2.1.1 - Upper Cassadaga and Bear Lake are two resources that should be promoted for future use. Restrictions on power boats or jet skis may be required to minimize over-use of the lakes.

**GOAL 3 - To develop a linked open space system that allows access to all user types**

**Policy 3.1 - To develop a regional recreation trail "spine" that services both residents and tourists**

Action 3.1.1 - The communities along Lake Erie should begin to develop a bicycle/pedestrian trail along Route 5 as the main east west trail linkage. The waterfront trail is an important feature that helps attract people to the area as it links the various waterfront features.

Action 3.1.2 - The Town of Portland has the potential to develop a high quality trail system along the abandoned rail right of way. The entire region should build upon the current Rails-to-Trails efforts and use this system as the main north south link in a regional system. Issues of maintenance, insurance, access and policing should be clearly defined with the sponsors of the trail before implementation occurs.

**Policy 3.2 - To create municipal trail systems that link neighborhoods and unique environmental features (lakes, wetlands, woodlots) and become a part of the regional system**

Action 3.2.1 - Within the Town of Pomfret on the escarpment and plateau, negotiations for easements should begin to link the Town to the Rails-to-Trails efforts in the Town of Portland. This trail system could be used by hikers or cyclists. Separate trail facilities would be required for motorized vehicles or ATV's and should also be considered.

Action 3.2.2 - The Towns of Pomfret, Portland and Sheridan should negotiate easements with private farmers and land owners to create local trails. Interest groups could be involved in maintenance, supervision and clean-up of the trail to minimize costs to the communities. The Town would have to add a rider to insurance policy to cover liability and relieve landowners of this responsibility.

Action 3.2.3 - Communities along the Lake should begin to negotiate "conservation" easements along tributaries and streams that flow to the Lake. These areas not only protect the stream and its floodplain, but could be used for developing trails that lead to Lake Erie from inland portions of the study area.

Policy 3.3 - To link open space to create a system of green spaces and pedestrian and bicycle trails while minimizing impacts to the environment

Action 3.2.4 - All communities should make provisions in their land use regulations to obtain park land or payment in lieu of land to meet the impacts of new development. These provisions should be included in all zoning and subdivision regulations in the Chadwick Bay Region communities as outlined in the State enabling legislation.

GOAL 4 - To address deficiencies in parks, recreation and cultural facilities and amenities in the Chadwick Bay Region

Policy 4.1 - To develop additional "neighborhood parks" in communities that currently have an identifiable deficiency in neighborhoods

Action 4.1.1 - While the rural communities offer ample open space for development, pockets of residential development should include small parks to service these residents. In the Town of Pomfret, additional park land should be considered near Bear Lake and along Farel Road, North Road and Webster (near Seymour).

Action 4.1.2 - The Town of Portland should consider the development of additional neighborhood parks to fully meet the needs of its residents. While the Town does maintain one park, additional parks should be considered in populated areas in the hamlet or along Route 20.

Policy 4.2 - To ensure that the need for "community parks" is met for all municipalities and create additional parks when necessary

Action 4.2.1 - According to national standards, the Village of Fredonia and Towns of Pomfret and Sheridan may require additional community parks. These communities should consider the need for these parks and develop them as deemed appropriate.

Policy 4.3 - To better utilize the regional facilities to meet recreational needs of residents in the Chadwick Bay Region

Action 4.3.1 - There are many resources and facilities that can be used by the residents of the Chadwick Bay Region. These resources, including, but not limited to, SUNY Fredonia, BOCES, County Fairgrounds, Dunkirk Conference Grounds and Camp Gross, should be promoted on a regional basis. Discussions should begin with these organizations to determine ways to better integrate them into the recreation delivery system in the region.

Action 4.3.2 - Further consideration should be given to developing a more inclusive regional recreation center on the Dunkirk Waterfront. The facility, to be operated by the City, could include additional programming and facilities to the current facility at the fairgrounds. In addition, not-for-profit groups should be given the opportunity to utilize a portion of the time at the recreation facility. These groups often cater to specific needs of the under-privileged and could help to meet their recreation needs.

Action 4.3.3 - Expansion of the year round uses of fair grounds should be considered. The fairgrounds are an excellent recreational resource that are under-utilized and should become a more integral component of the supply of recreation in the region. This could include additional festivals, carnivals, markets, etc..

Action 4.3.4 - Sports leagues (youth, adult, senior) should be open to all residents regardless of their place of residency. While preference is usually given to residents of the sponsoring community, a more regional approach should be taken in developing leagues and recreation activities. The focus should be shifted from municipal boundaries to a more regional approach; joint use of all facilities (municipal, school, not-for-profit) is encouraged.

Policy 4.4 - To incorporate the input of users in recreation planning and programming

Action 4.4.1 - Recreation includes more than just sport leagues and structured recreation programs that last a certain amount of time. Unstructured recreation programs should be developed; this is especially true in the City of Dunkirk. These types of programs would allow for "pick up" games; activities could include basketball, ping-pong, video games, etc..

Policy 4.5 - To determine the potential to promote recreation as economic development

Action 4.5.1 - The potential to draw hockey, soccer or lacrosse competitions would spin off into economic benefits for the entire region. These tournaments should be housed in a community facility that results in user fees, rentals, etc. While the SUNY Fredonia arena is used, a municipal facility would result in additional revenues in the communities. The communities should complete a feasibility study to determine the need for a regional recreation center that could be marketed for this purpose.

Action 4.5.2 - A comprehensive regional recreation master plan should be developed to determine the specific needs of each community and the region as a whole. Many of the regional recreation attractions should be promoted in this plan; this could result in spin-off economic development.

GOAL 5 - To recognize the significant historical features in the region and capitalize upon them as the communities strive to reach their tourism and economic development goals

Policy 5.1 - To preserve and protect historical structures and landscapes from incompatible development

Action 5.1.1 - Public investment in historical development is important to illustrate a commitment to the business community who may later invest. Appropriate public improvements should be completed; funds, in the form of existing grants or low interest loans, are available and should be sought for these improvements.

Action 5.1.2 - Local zoning ordinances, as appropriate, should include historic overlay districts to protect the historic homes and districts of each community.

Action 5.1.3 - Design guidelines should be developed for historic districts to protect the character, buildings and streetscapes. Communities should encourage the use of off street parking for historic districts.

Action 5.1.4 - Historic landmarks that reflect elements of the culture, social, economic, political and architectural history of the area should be designated as "landmarks" and protected. These landmarks should be renovated, when possible, and promoted in the community.

### .3 Population

In order to provide sufficient opportunity for comparison, Chautauqua County population information is presented along with information from other western New York counties and from the State as a whole. Information in this section pertaining to 1990 population characteristics was obtained through data from the U.S. Bureau of the Census. 1995 data was obtained from Claritas Data Services, Ithaca, New York.

In the Chadwick Bay Region, the municipalities have faced a slight decline in population since 1990. This is due, in part, to the loss of young people because of a shortage of skilled labor employment, the closure of several large industries and an aging population that tends to have less children. The population would have declined more substantially if the Lakeview Shock Incarceration Facility had not opened in 1989; without the new facility, the population would have declined by almost 1,400 people. But the trends in the Chadwick Bay Region are not unique to this region. Over the past decade, many communities in Western New York have experienced minimal growth or a loss of population. According to the US Census Bureau, Western New York has decreased in population by 0.02% (1,568,506 in 1990 reduced to 1,568,114 in 1995). A breakdown of the Western New York population includes:

**1990-1995 Change in Population**  
Western New York

Location	1990 Population	1995 Population	Percent Change
NEW YORK	17,990,778	18,136,081	0.8%
Allegany County	50,470	51,390	1.8%
Cattaraugus County	84,234	85,596	1.6%
Chautauqua County	141,895	141,677	- 0.2%
Erie County	968,584	962,046	- 0.7%
Genesee County	60,060	61,316	2.1%
Niagara County	220,756	222,006	0.6%
Wyoming County	42,507	44,083	3.7%

Source: US Bureau of the Census

Like Erie County, Chautauqua County has experienced the closure of several industries over the past ten years; this has contributed significantly to the loss of population in the region. Recent closures include Firestone Retread Shop, Koch's Brewery, Kraft Foods, True Temper, Roblin Steel, Plymouth Tube, Meadowbrook Dairy, Great Lakes Color Printing, King Windows and Alumax Extrusions. Over the past ten years, there has been a loss of almost 2,000 jobs in the Chadwick Bay Region. This has greatly minimized the opportunities for existing and prospective families to make the Chadwick Bay Region their home.

## .1 Population Characteristics

Several population characteristics of the residents of the Chadwick Bay Region illustrate the existing conditions. This section of the 1990 population analysis examines several characteristics including: age, ethnicity, educational levels, unemployment rates, poverty level and homeownership. Combined with the analysis of the economic conditions of the study area, a profile of potential growth or decline in the region can be prepared. The population characteristics of New York State, Chautauqua and Erie Counties and the Chadwick Bay Region are contrasted and analyzed in this section.

### Age

When comparing the age breakdown of population, the study area has comparable age characteristics to the State, County and Erie County. In New York State, the percentage of 1990 residents over the age of 60 was 18%; this is the same as the communities in the Chadwick Bay Region. This percentage had decreased to 14% by 1995. Chautauqua and Erie Counties had slightly higher percentages in this age group in 1990: 21% and 20% respectively. For Chautauqua County, the 1990 figure is an increase over the 1980 figure of 19.4%. The population can be expected to age; this is a national trend and New York, Chautauqua and Erie Counties and the Chadwick Bay Region can be expected to follow this trend. Additional services and programs could be required for seniors as the population continues to age.

The percent of population between the ages of 30-55 is somewhat lower (32%) in the Chadwick Bay Region when compared to the State and other two counties; this age group of the Chadwick Bay Region overall population increased by 5% through 1995. New York State has over 39% of the population between the ages of 30-55; Chautauqua and Erie County have 35% and 39% respectively. This age group tends to be less transient and more economically stable than other age groups. The Chadwick Bay Region, because of the loss of several large industries in the 1980's, has a smaller percentage in this age group and should attempt to recapture them.

The population between the ages of 15-29 was significantly higher in the Chadwick Bay Region when compared to the State and other two counties. Over 32% of the population in the study area is in this age group; by 1995, this group had decreased to only 18% of the population of the study area. In New York State, only 24% is between 15-29; Chautauqua County and Erie County were 22% and 23% respectively. This high percentage in the study area is due, in part, to the inclusion of the SUNY Fredonia students in the 1990 census information for the study area. But this also indicates that the 15-29 age group is a considerable resource that can be used by the area in its revitalization. This age group should become a focus for municipalities to target as they consider the needs of their residents. Job opportunities for this age group are essential.

The percentage of people under the age of 14 in the Chadwick Bay Region is comparable to the State and County figures. In the Chadwick Bay Region, 18% of the population is under the age of 14; this percentage had not changed by 1995. New York State has 19%, Chautauqua County has 21% and Erie County has 20%. The Chadwick Bay Region should consider the need to supply appropriate educational, daycare and recreational services and programs for the residents in this age group.

## *Ethnicity*

Ethnicity of a region is important to determine the specific types of people and the services they require in an area. By comparing the ethnic breakdown of the Chadwick Bay Region to the State and Chautauqua and Erie Counties, the special needs of the minority population can be addressed as policies and services are proposed in the study area.

The ethnic breakdown in the Chadwick Bay Region shows that 87% of the population is white; Chautauqua County has 93% of its population classified as white. Both are considerably higher than New York State at 62%. Erie County's percentage of white residents is 86%. All communities in the Chadwick Bay Region, with the exception of the City of Dunkirk (73%) and the Town of Portland (81%) have over 90% of their population classified as white: Village of Fredonia (94%), Town of Dunkirk (92%), Town of Pomfret (94%) and Town of Sheridan (97%). The City of Dunkirk has a 73% white population; minorities make up the remaining 27% of the population in the City. In the Town of Portland, 81% of the population is white. These percentages are closer to the State average than the other communities in the Chadwick Bay Region.

Other significant ethnic groups that should be considered are the Latin- American and African-American population. In the Chadwick Bay Region, the Latin-American population makes up approximately 6% (2,226) of the overall residents. This is considerably less than the State percentage of 12% but higher than Chautauqua County's percentage of 3%. Most of the Latin-American population is centered in the City of Dunkirk; according to the 1990 census figures, the City has a Latin-American population of 14% (1,958). The Town of Portland and the Town of Dunkirk have Latin-American populations 6% and 5% respectively. The other communities in the Chadwick Bay Region have less than 2% of their population of Latin-American origin: Village of Fredonia (2%), Town of Pomfret (2%) and Town of Sheridan (1%).

The African-American population in New York State comprises 16% of the overall population. This figure is considerably higher than the Chadwick Bay Region percentage of 3%. Chautauqua and Erie Counties have 3% and 10%, respectively, of African-Americans. None of the communities in the study area have a comparable percentage of African-Americans that comprise the overall population. The Town of Portland has the highest percent of African-American (8%). This is due, in part, to the location of the Lakeview Shock Incarceration Correctional Facility within the Town which contains an inmate population that is 44% African-American. Other African-American percentages of the population include City of Dunkirk (4%), Village of Fredonia (2%), Town of Dunkirk (1%), Town of Pomfret (2%) and Town of Sheridan (1%).

## *Education*

The United States Census classifies persons according to the highest level of school completed or the highest degree received. In assessing a community's employment opportunities, the level of education indicates the type of industry or employment that should be targeted. The Chadwick Bay Region appears to have a comparable percentage of people who have completed high school or more education (78%). The following table summarizes the educational attainment levels of the State, Chautauqua and Erie Counties and the Chadwick Bay Region.



# Educational Attainment - 1990

## Age 18 and Over

Level of Education	New York State	Erie County	Chautauqua County	Chadwick Bay
Less than 9th Grade	9%	8%	8%	8%
9th to 12th Grade	16%	15%	17%	15%
High School Graduate	29%	31%	35%	34%
Some College	18%	19%	18%	21%
Associate Degree	7%	8%	8%	6%
Bachelors Degree	13%	12%	8%	9%
Graduate or Professional Degree	9%	7%	5%	8%
TOTAL	100%	100%	100%	100%

Source: US Bureau of the Census

The percentage of residents that have finished high school in the Chadwick Bay Region is 34%; this is higher than the State percentage of 29%. In terms of higher education, the Chadwick Bay Region has slightly lower percentages of residents that have finished college (associate, bachelors or graduate degrees). Overall, the residents in the Chadwick Bay Region have similar education patterns to the remainder of the State, Chautauqua County and Erie County.

The communities in the Chadwick Bay Region illustrate some exceptions that impact that overall education profile of the study area. In the City of Dunkirk, only 15% of the residents (both 1990 and 1995) have completed a college degree of some form; this is significantly lower than the State percentage of 29% and the County percentage of 21%; this percentage increased to 30% in 1995. The percentage of City residents that have not completed high school (29%) is slightly higher than the State percentage of 25% and the County percentage (25%).

The Village of Fredonia shows a higher percentage of residents that have completed a college degree (38% - 1990 and 39% - 1995). In 1990, 16% of the Village's residents have completed some college; this increased to 17% in 1995. These high percentages would be due, in part, to the number of college related employees that make the Village their home. In 1995, 18% of the Village residents had not finished high school.

The Town of Dunkirk has 23% (1995) of their population that have completed a college degree; another 14% have some college. This percentage is considerably lower than the State and County percentages. In the Town of Dunkirk, 30% had not completed high school in 1990; this is higher than the State and County percentages. This percentage dropped to 25% in 1995.

In 1995, The Town of Pomfret population has a high percentage of residents (16%) who have completed some college and 34% that have completed a college degree. The percent of residents that have not completed high school increased from 13% to 18% in 1995. This community appears to be the most "highly" educated in the study area.

The Town of Portland has a very high percentage of residents that have not completed high school (30%); this is due, in part, to the inmates at the Lakeview Shock Incarceration Camp. In 1990, only 13% of the residents in the Town had a college degree, but this increased to 16% in 1995. Only 15% of residents had some college in both 1990 and 1995. 40% of the Town residents have completed high school according to the 1995 census.

In the Town of Sheridan, 41% of the residents had completed high school in both 1990 and 1995; an additional 21% had completed a college degree while 16% had some college (1990). The 23% of residents that have not completed high school is somewhat lower than the State and County average.

These figures show that the communities in the Chadwick Bay Region have educational attainment characteristics that, on a whole, are comparable to the rest of the County and State. This indicates that a pool of educated residents are available as an employment resource in the region.

### *Income*

The communities that comprise the Chadwick Bay Region study area have a higher median income (\$25,685) than Chautauqua County as a whole (\$24,183). The region's median income is only slightly higher than the federal Section 8 threshold for low-income families (\$25,650) for a 3-person family (average household size in the region is 2.58 persons). The study area communities have a lower median income than both the State (\$32,965) and Erie County (\$28,005). Because the cost of living in the Chadwick Bay Region is lower than other parts of the State, this discrepancy is not surprising. In reviewing the median income of the communities, the large disparity between the City of Dunkirk and the rest of the communities is outstanding. The median incomes include: City of Dunkirk (\$20,093), Village of Fredonia (\$26,093), Town of Dunkirk (\$26,563), Town of Pomfret (\$26,656), Town of Portland (\$24,316) and the Town of Sheridan (\$29,738).

The City's median household income is almost one third less than the Town of Sheridan and one fifth less than the other communities. Approximately 26% of the City's residents make less than \$10,000; other communities in the Chadwick Bay Region have the following percentages below \$10,000 (Village of Fredonia - 21%, Town of Dunkirk - 14%, Town of Pomfret - 19%, Town of Portland - 14% and Town of Sheridan - 12%). The Village percentage is higher because of the college students included in the census information. Other communities are similar to the State's percentage of 15% and Chautauqua County's percentage of 18%.

Other significant comparisons between the State and the Chadwick Bay Region communities include the high percentage of households in each community that have a high percentage of income levels between \$10,000 and \$20,000; the State's percentage is 15% and all communities in the study area have at least 20%. In the income bracket of \$20,000 to \$30,000, Chautauqua County, as a whole, has a high percent of households (20%) in this category when compared to the State (14%).

In general, the percentages of household incomes in Erie County are similar to the State; the exception is the percent of households with incomes between \$50,000-\$100,000. In Erie County, this percentage is 36%. The State percentage is 24%; all communities in the Chadwick Bay Region are below 20% in this income bracket. The other noticeable difference in household income is evident in the over \$100,000 income bracket. The State percentage is 6% while Chautauqua County is only 1%. There are three communities in the Chadwick Bay Region (City of Dunkirk, Village of Fredonia and Town of Pomfret) that show less than 0.5% of households with income over \$100,000. The remaining three communities are also below the State's percentage: Town of Dunkirk - 5%, Town of Portland - 2% and Town of Sheridan - 3%.

Other significant income characteristics include the per capita income for the State, two counties and each municipality. Per capita income is the mean income for the state year computed for every man, woman and child. The figure is derived by dividing the total income of a particular area by the total population. The New York State per capita income is \$16,501; Chautauqua County is only \$11,287; significantly lower than the State. This is due, in part, to the inclusion of higher cost of living areas in the overall State figures.

Per capita income for the individual communities in the Chadwick Bay Region include the following: City of Dunkirk (\$10,172), Village of Fredonia (\$11,550), Town of Dunkirk (\$13,099), Town of Pomfret (\$11,757), Town of Portland (\$9,840) and Town of Sheridan (\$12,822). This results in an overall per capita income for the Chadwick Bay Region of \$11,692. These figures are significantly lower than the State per capita income showing that the region is somewhat depressed.

## *Employment*

A review of employment characteristics show the percentage breakdown of people that work in a specific industry. In New York State, the significant employment industries include Retail Trade (16%), Health Related (11%), Education (10%) and Finance, Insurance and Real Estate (FIRE - 10%). Chautauqua County's significant industries include Retail Trade (19%), Manufacturing Durable Goods (19%), Health Related (10%) and Education (11%). In New York State, agriculture accounts for 1% of all industry; this percentage is 4% in Chautauqua County and 3% in the Chadwick Bay Region.

The Chadwick Bay Region has similar employment patterns to both the State and County; the area has approximately 22% of residents that are employed in Retail Trade; this includes 27% in the Village of Fredonia and 24% in the Town of Pomfret. Many of the retail businesses in the study area are located in the CBD's of the City and Village and along Routes 20 and 60 in the Village of Fredonia, Town of Dunkirk and Town of Pomfret. Other industries that employ a significant percentage of the Chadwick Bay Region residents include Education (17%), Manufacturing Non Durable Goods (11%), Manufacturing Durable Goods (9%) and Health Related (9%). SUNY Fredonia is one of the largest employers and contributes significantly to the high percentage employed in the education industry. Brooks Memorial Hospital impacts the percentage of persons employed in the Health related field. The economic impacts of both are further discussed in The Economy Chapter of the Comprehensive Plan.

In the City of Dunkirk, the industries that employ the highest percentage of residents include Retail Trade (20%), Manufacturing Non Durable Goods (16%), Manufacturing Durable Goods (12%), Health (11%) and Education (11%). Over 50% of the Village of Fredonia residents are employed in Retail Trade (27%) and Education (25%); the Town of Pomfret has similar industry characteristics to the Village and includes Retail Trade (24%) and Education (21%).

Significant industries in the Town of Dunkirk include Retail Trade (23%) and Manufacturing Non Durable Goods (13%). In the Town of Portland, Retail Trade (16%) and Manufacturing Non Durable Goods (14%) are the largest industries. The Town of Sheridan is considerably different from other communities in that 9% of the industry in the Town is attributed to Agriculture. Other significant industries include Manufacturing Non Durable Goods (14%) and Education (13%).

A review of occupations for New York State shows that 19% of residents are employed in Technical/Administrative fields. Other occupations that are a significant percentage of residents in the State include Professional Specialty/Managerial (17%), Executive Managerial (13%), Sales (1%) and Service (11%). Farming/Forestry in the State includes only 1% of residents in the State. Chautauqua County has a somewhat different breakdown of occupations than the State. Farming/Forestry occupations account for 3% of all residents; the Chadwick Bay Region has 2% employed in Farming/Forestry. Service occupations have 15% of residents and is the most popular occupation in the County. Precision Production makes up 12% of the population. Other occupations that are prevalent in the County include Technical/Administrative (14%), Sales (10%) and Machine Operators (10%). Like the rest of the County, the Chadwick Bay Region's most significant occupation is Service (18%). Professional Specialty employs 15%; somewhat higher than the County as a whole. Other significant occupations include Precision Production (10%).

**Percent of Residents by Occupation - 1990**  
The Chadwick Bay Region

Occupation	City of Dunkirk	Village of Fredonia	Town of Dunkirk	Town of Pomfret	Town of Portland	Town of Sheridan
<b>Managerial</b>						
Executive, Administrative	6%	11%	10%	9%	6%	9%
Professional Specialty	10%	21%	9%	19%	9%	12%
<b>Technical, Sales Administrative</b>						
Support	2%	2%	3%	2%	2%	3%
Sales	11%	9%	13%	9%	6%	7%
Administrative Supplement	15%	15%	12%	14%	14%	15%
<b>Service Occupations</b>						
Private Household	0%	0%	0%	0%	1%	0%
Protective Service	3%	2%	2%	2%	5%	0%
Service	17%	21%	15%	19%	16%	11%
Farming, Forestry	2%	1%	3%	3%	6%	7%
Precision Production	12%	7%	13%	9%	12%	13%
<b>Operators, Fabricators</b>						
Machine	12%	5%	7%	7%	8%	9%
Transportation	5%	3%	7%	4%	7%	6%
Handlers	6%	5%	6%	5%	7%	6%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: US Bureau of the Census

The preceding chart outlines the percentage of residents over 25 years of age that are employed in each occupation. The chart shows that significant occupations in the City of Dunkirk include Service, Technical/Administrative, Precision Production and Machine Operators. Over 40% of residents in the Village of Fredonia are employed as Managerial/Professional Specialty and Service. Significant occupations in the Town of Dunkirk include 15% in Service and 13% in Precision Production. The Town of Pomfret shows 19% of residents with occupations in both Managerial/Professional Specialty and Service. The Towns of Portland and Sheridan have the highest percentage of residents with Farming/Forestry listed as their occupation: 6% and 7% respectively. Other significant occupations include Service (16%) in the Town of Portland and Technical/Administration (15%) in the Town of Sheridan.

The percent of residents that receive public assistance income in Chautauqua County (9%) is equal to the State (9%); this does not include those that collect social security. The individual communities in the Chadwick Bay Region, overall, have a lower percent of people on public assistance than the State and County. These percentages include:

### Households with Public Assistance - 1989

	Chadwick Bay	City of Dunkirk	Village of Fredonia	Town of Dunkirk	Town of Pomfret	Town of Portland	Town of Sheridan
With Public Assistance	9%	14%	5%	9%	5%	8%	5%
With No Public Assistance	91%	86%	95%	91%	95%	92%	95%
TOTAL PERCENTAGE	100%	100%	100%	100%	100%	100%	100%

Source: US Bureau of Census

The notable exception is the City of Dunkirk with 14% of its population receiving public assistance. Other communities in the Chadwick Bay Region have a percentage that is equal to or less than the State percentage of people receiving public assistance.

### Poverty Level

Poverty status is an important indicator of the economic well being of a community. The higher the percent of people living below the poverty level, the more likely that community is suffering from lack of employment opportunities, low education levels or a high number of residents with special needs (seniors, single parent families, seasonal workers).

The Chadwick Bay Region communities have a high 1990 poverty rate when compared to Chautauqua and Erie Counties and New York State. In the Chadwick Bay Region, the percent of people living below poverty level is 15.3% (7,259 residents); Chautauqua County has 11.9% (16,918 residents), Erie County has 11.9% (115,616 residents) and New York State has 12.7% (2,277,296 residents). This indicates, that on average, there is a significant number of people in the study area that are receiving or should be receiving assistance.

A breakdown of the communities indicates that the largest percentage of people living below poverty status are found in the City of Dunkirk (18.9%); this is due, in part, to the large number of seasonal workers that reside in the City. One third of all people in the Chadwick Bay Region that live below poverty level are in the City of Dunkirk. The Village of Fredonia and Town of Pomfret both have 15.6% of their population living below the poverty status. In the Village, this is due, in part, to the inclusion of students in the census information; students tend to have little or no income and would be classified as below poverty status. The remaining three communities all have poverty status percentages below the State average. The Town of Portland has 11.0% of its population living below poverty status while the Town of Dunkirk (9.8%) and Town of Sheridan (5.6%) are below 10%.

## .2 Population Projections

The survival cohort population projection method involves tracking a specific age group over time and noting changes to that group's size and composition. By evaluating child-women ratios, migration patterns and survival rates for a community, the projections estimate the population changes a community can expect to experience. The cohort method determines increases and decreases in population based on the previous ten year trends; future projections assume that the conditions that made the current population figures accurate remain the same over the next twenty years. While no population projection can be guaranteed accurate, the cohort survival method is the most widely used and generally the most accepted tool for conducting this analysis. There are trends and influences in the global economy that also impact the future population of the Chadwick Bay Region (immigration worldwide, computers and technology, etc.); these have not been considered in the population projections but their potential impacts should be considered as policy is developed.

For the communities in the Chadwick Bay Region, survival cohort population projections were prepared. The following table summarizes the projections for each individual community:

**Population Projections 2000-2010**  
The Chadwick Bay Region

Location	1980	1990	2000	2010
City of Dunkirk	15310	13989	12951	11998
Village of Fredonia	11126	10436	10313	12040
Town of Dunkirk	1584	1482	1376	1245
Town of Pomfret (includes Village)	14992	14224	13686	13623
Town of Portland	4433	4832	5105	5328
Town of Sheridan	2659	2582	2484	2271
STUDY AREA TOTALS	39978	37109	35602	34465

Source: US Bureau of the Census and peter j. smith & company, inc.

Most of the communities in the Chadwick Bay Region have experienced a decline in population since 1980, although some have seen increases according to 1995 data from Claritas Data Services. The City of Dunkirk has experienced the greatest population loss between 1980 and 1990; the population declined by 1,321 people in this ten year period. Migration out of the City occurred at a rate of 11.9% between 1980-1990; this includes an estimated 1,770 residents that left the City. A high child-woman ratio, that is the number of women in child-bearing ages, is high compared to the number of children below the age of nine, and also contributes to the potential loss of population in the City. 1995 information shows a slight increase in population to 14,025; however, projections show that if all conditions remain the same, the population in the City will likely decline through the year 2000-2010. The City could, over a thirty year period from 1980-2010, have 3,312 less residents.

Several assumptions were made for the Village projections because the US Census figures include the college students at SUNY Fredonia; this also impacted the projections for the Town of Pomfret. An adjustment was made to the computer model to account for the high number of "residents" between 18-24 in the Census figures. Between 1980 and 1990, the Village of Fredonia also experienced a loss in population (11,126 in 1980 dropping to 10,436 in 1990). The decline has continued to decrease in 1995, when population dropped to 9,941 (4.7%). The decline could continue to 2000 (10,313 people), but the projections show that an increase in population could be expected by 2010 (12,040 people). Almost 900 residents left the Village between 1980-1990. Despite an out-migration rate of 7.9% in the Village, the projected increase is due, in part, to the low child-woman ratio that shows more women at child-bearing age in the Village over the next twenty years.

The Town of Dunkirk has also experienced a decline in population since 1980; the population decreased from 1,584 in 1980 to 1,482 in 1990. The Town has the smallest population of all communities, but as a percentage, experienced the second highest loss in population (6%). The net migration rate for the Town between 1980-1990 shows a positive migration to the Town (12.1%) and moderate child-woman ratios. The positive migration to the Town is offset by the high number of deaths in the Town (387 deaths). Population has continued to decline between 1990 and 1995, to 1,447 people. Projections for the Town show that the decrease in population could continue over the next 20 years. The year 2000 projection shows a population of 1,376 and the year 2010 projection shows a population of 1,245.

In the Town of Pomfret (including the Village), the population has decreased by about 5% between 1980-1990; the 1980 population was 14,992 and the 1990 population was 14,224. Exclusive of the Village, the population in the Town is 3,788. The Town has a low child-woman ratio and an out-migration rate of 5.4%; the number of residents that left the Town between 1980-1990 is estimated at approximately 210 residents. The 1995 population figure of 14,215 also shows a slight decline from 1990. The projected population in the Town of Pomfret for the year 2000 (3,373 residents) is estimated to be slightly decreased from 1990. A decrease is expected in population between 2000-2010; the 2010 population is projected at 13,623 inclusive of the Village.

The Town of Portland is the only community within the Chadwick Bay Region study area that experienced an increase in population between 1980-1990. The population in 1990 (4,832 residents) was almost 500 more than the population in 1980 (4,433 residents). This 9% increase is due to a "natural change" (births vs. deaths) and an in-migration rate of 8.8% (267 people). This in-migration can be attributed in part to the population of the Lakeview Shock Incarceration Facility. The population also showed a 7.7% increase between 1990 and 1995, to 5,203 people. In addition, the population in the Town of Portland is expected to increase over the next two decades. The 2000 projected population is 5,105 and the 2010 projected population is 5,328.

The Town of Sheridan experienced a slight decrease in population between 1980-1990. The 1980 population was 2,659 and the 1990 population was 2,582. The Town experienced a high number of deaths (116 deaths) which contributed to the decrease in population despite an in-migration rate of 1.5%. Population did increase by 5.1% to 2,713 between 1990 and 1995, however, the Town could experience a decrease in population through the year 2010. The projected population for 2000 in the Town of Sheridan is 2,484; this is expected to decrease to 2,271 by the year 2010.



The percent change in population for each of the communities in the study area is summarized in the chart below. Based on the projections, the population in the study area can expect to stabilize and even grow slightly through the year 2010. The City of Dunkirk could experience the most significant loss in population: 14% from 2000-2010. The Village of Fredonia could experience an increase because of the child-woman ratio and net migration rate over the past ten years in the Village. In the Town of Dunkirk, a 10% decrease in population could be experienced. While the Town of Pomfret appears to remain stable in population, the Town of Portland could see their slow growth rate continue. The Town of Sheridan could also expect a 9% decrease in population between 2000-2010.

### Percent Change in Population The Chadwick Bay Region

	1980-1990	1990-2000	2000-2010
City of Dunkirk	-0.09	0.00	-0.14
Village of Fredonia	-0.06	-0.01	0.17
Town of Dunkirk	-0.06	-0.07	-0.10
Town of Pomfret	-0.05	-0.04	0.00
Town of Portland	0.09	0.06	0.04
Town of Sheridan	-0.03	-0.04	-0.09

Source: US Bureau of the Census and peter j. smith & company, inc.

The survival cohort population projections determine the estimated breakdown of the population for a community by age groups. The following chart illustrates the age cohort breakdown for each of the communities in the Chadwick Bay Region study area. The breakdown by age cohort illustrates that the population will probably not change dramatically from its current composition.

**Population Projections - 2000**  
By Community and Age Cohort

Age Interval	City of Dunkirk	Village of Fredonia	Town of Dunkirk	Town of Pomfret (Includes Village)	Town of Portland	Town of Sheridan
0-4	941	483	56	689	249	140
5-9	934	550	57	781	310	174
10-14	898	671	64	895	274	203
15-19	895	2221	70	1965	373	144
20-24	830	1427	66	2002	532	101
25-29	735	522	43	748	581	96
30-34	828	677	111	864	536	148
35-39	837	436	72	706	517	183
40-44	943	554	78	856	324	213
45-49	1015	604	99	934	360	214
50-54	708	408	94	642	251	186
55-59	525	346	62	535	182	112
60-64	520	275	74	417	177	135
65-69	554	266	56	423	117	110
70-74	533	263	78	382	135	114
75-79	630	271	98	406	99	96
80-84	314	162	66	226	57	65
85+	311	177	132	215	31	50
<b>TOTAL</b>	<b>12951</b>	<b>10313</b>	<b>1376</b>	<b>13686</b>	<b>5105</b>	<b>2484</b>

Source: US Bureau of the Census and peter j. smith & company, inc.

Based on the projections, overall, the makeup of the communities should not change significantly from the year 1990 to 2000. The most significant change could occur in the 30-54 year age groups; the percentage of population could increase from 32% of the population to 36% of the population. The population also appears to be younger in that only 16% of the population in 2000 would be over the age of 60; this is a decrease from 18% in 1990 and 17.4% in 1980. There should be no significant changes in the age composition of the study area by the year 2010.

Like the region, in the City of Dunkirk, the most significant change could occur in the 30-54 age groups (from 34% in 1990 to 39% in 2000). The age groups over 60 could also realize a decrease in percentage from 24% to 21%. The percent of residents under the age of 14 (school aged) should remain at 21%. Projections for the year 2010 show the percentages in the City should remain essentially consistent with the 2000 projections. These figures indicate that more services and programs should be geared toward the "baby boomers" in the City for the year 2000.

In the Village of Fredonia, the population appears to be younger in the year 2000 when compared to 1990. Fourteen percent of the population in 1990 is below the age of 14; this could increase to 17% by the year 2000. Because of the college population, the percentage of the Village "residents" between the ages of 15-29 is significantly higher than in other communities; this percentage could remain relatively constant between 1990 and 2000 (44% decreased to 41%). The population between 15-29 could increase to 48% by the year 2010. The Village should consider the need for additional services for young children and the need to continue to provide for those between the ages of 15-29.

The most significant characteristic of the Town of Dunkirk population is the percentage over the age of 60. While other communities range between 15% and 25%, over 35% of the 1990 population in the Town of Dunkirk is over the age of 60; this represents a notable climb over the 1980 percentage of 30%. This could increase to 37% by the year 2000 and decline to 30% by the year 2010. The second highest percentage of the population is aged 30-54 (34%); this could increase to 37% by 2000 and 36% by 2010. The Town of Dunkirk may need to consider the need for additional services for seniors as they develop services and programs.

In the Town of Pomfret, the population is fairly young. In 1990, 17% of the population is under the age of 14 and 36% of the population was between the ages of 15-29. These percentages should remain fairly constant by the year 2000; residents under the age of 14 could represent 18% of the population and residents between 15-29 represents 34% of the projected population. There should be no significant changes in the age breakdown of the Town of Pomfret by the year 2010. Like the Village of Fredonia, the Town of Pomfret should consider the needs of the younger age groups as policy is established for the Town.

The Town of Portland could have a very high percentage of their population between the ages of 30-55 by the year 2000. In 1990, these age groups represented only 32% of the population; this is expected to increase to over 42% of the population by the year 2000 and 52% of the population by 2010. This age group represents almost half of all residents in the Town and should be given special consideration as services are developed in the Town.

The Town of Sheridan has an older population. In 1990, 41% of the population was between 30-55, and 22% was over 60 (compared to 18% over 60 in 1980). This could increase to 43% and 23% respectively by the year 2000; the percentage of population in each group may not change significantly by the year 2010. When policy and programs are developed in the Town, special consideration should be given to the older population that exists and will probably remain in Sheridan.

## **.4 Housing**

In addition to fulfilling a basic need for its residents, the provision of safe and affordable housing is a reflection of the community's overall quality of life. This section presents an inventory of the existing housing in the Chadwick Bay Region, a review of the various suppliers of public housing in the region, and a summary of housing trends and projections.

Information in this section is presented along with data for Chautauqua County and New York State to allow sufficient comparison of housing statistics.

## .1 Inventory

This section describes the existing housing stock, focusing first on an overview of the County as a whole and then more specifically on the Chadwick Bay Region.

### *Chautauqua County*

An inventory of the existing housing was obtained through an analysis of information from the U.S. Bureau of the Census. This information portrays an aging housing stock that is predominantly single-family and increasing in value at a slow but steady rate.

The most recent Census data (1990) shows a total of 62,682 housing units in Chautauqua County: a figure that has been increasing at a relatively uniform rate of approximately 10% over the past two decades. It should be noted that this figure represents the creation of new units in existing structures, such as a single-family dwelling divided into apartments, as well as construction of new housing units.

**Chautauqua County**  
Housing Units

Year	Number of Housing Units	Change
1970	51,374	N/A
1980	56,694	+ 10.4%
1990	62,682	+ 10.6%

Source: U.S. Bureau of the Census

Of the total 62,682 housing units in Chautauqua County, the majority (53,696 or 86%) are occupied. While this figure reflects a relatively high occupancy rate, it is lower than the 92% rate for New York State. Of the total occupied units in Chautauqua County, 68.6% are owner-occupied, a higher rate than the 52.2% Statewide. Owner occupancy is generally associated with a more stable population and a better maintained housing stock.

The percentage of mobile homes County-wide as compared to the total housing units has more than doubled between 1970 and 1990, from 3.4% of the total units in 1970 to 8.5% of the total in 1990. This increase may be a result of the overall rising costs of home ownership.

Rising housing costs are a national trend that is also evident in Chautauqua County but to a lesser degree than elsewhere in the State and the country. While the median value of a home and its accompanying mortgage have increased in Chautauqua County between 1980 and 1990, these figures are considerably lower than those for New York State and the United States as a whole:

## Median Home Value and Mortgage Costs 1980 and 1990

Area	Median Value of Owner Occupied Housing Units		Median Mortgage Costs	
	1980	1990	1980	1990
Chautauqua County	\$ 31,900	\$ 47,800	\$ 299	\$ 587
New York State	45,900	131,600	379	894
United States	55,800	74,000	449	848

Source: US Bureau of the Census

While home values have risen 50% in Chautauqua County between 1980 and 1990, the percentage of these values compared to the overall value in the State has declined from 69% in 1980 to 36% in 1990. This comparison not only illustrates the sharp rise in the cost of homeownership in New York State but the relative affordability of homes in Chautauqua County.

The affordability of the County's housing units can be partially explained by the fact that roughly half of all its units (31,817) were built in 1939 or earlier, resulting in a large amount of structures over 50 years old. Older homes typically command lower prices than new construction.

The development of new housing in Chautauqua County between 1980 and 1990 has been rather slow (2.9%) compared to New York State as a whole (5.2%) and throughout the country. Nationwide, new housing development grew by 15.7% between 1980 and 1990.

### *The Chadwick Bay Region*

Of Chautauqua County's 62,682 housing units, 14,078 or 22.5% are in the Chadwick Bay Region. This percentage is almost double the 11.7% of land area that the Chadwick Bay Region occupies but this can be explained by the higher concentrations of people living in the Dunkirk-Fredonia urbanized area. The majority (68%) of the Chadwick Bay Region's housing units are in or near this urbanized portion of the region: the City of Dunkirk (5,952 units) and the Village of Fredonia (3,548 units).

The housing stock in the Chadwick Bay Region is made up of predominantly single-family units, most of which are detached dwellings. The combined percentage of all single-family (attached and detached) units is 66.1%.

## Number of Units in Residential Structures - 1990

Municipality	Single Detached	Single Attached	2-4 Units	5-9 Units	10-49 Units	50+ Units	Mobile Home	Other	Total
Dunkirk City	3762	49	1706	108	166	89	20	52	5952
Fredonia Village	1957	69	908	262	201	89	18	44	3548
Dunkirk Town	426	2	35	8	17	0	76	4	568
Pomfret	1203	11	69	9	0	0	331	13	1636
Portland *	888	10	123	20	33	0	301	5	1380
Sheridan	829	9	57	0	1	0	93	5	994
<b>TOTAL</b>	<b>9065</b>	<b>150</b>	<b>2898</b>	<b>407</b>	<b>418</b>	<b>178</b>	<b>839</b>	<b>123</b>	<b>14078</b>
<b>% of Total</b>	<b>64.4</b>	<b>1.1</b>	<b>20.6</b>	<b>2.9</b>	<b>3.0</b>	<b>1.3</b>	<b>6.0</b>	<b>0.9</b>	<b>100.0</b>

Source: U.S. Bureau of the Census

\* excludes the Village of Brocton

Between the years 1990 and 1995 the overall number of housing units in the Chadwick Bay Region increased from 14,077 to 14,219, or 1.0%. Changes in the individual municipalities ranged from a 7.0% increase in the Town of Dunkirk to a loss of 3.7% in the Town of Pomfret. Looking ahead, the projected number of housing units in the year 2000 shows a slightly greater increase over 1995 of 1.6% in the Chadwick Bay Region (to 14,452). The largest increase is projected for the Town of Portland (4.6%); the Town of Dunkirk's number of units is projected to decline by 1.5%. Overall, the towns of Portland and Sheridan should see the highest percent increases over the entire period from 1990 to 2000 (10.4% and 7.2%, respectively).

The percentage of housing that is owner-occupied is somewhat lower (64.2%) in the Chadwick Bay Region than for the County as a whole (68.6%). The housing vacancy rate for the Chadwick Bay Region is 9.5%, with individual rates ranging from 29.1% in Portland to 5.0% in the City of Dunkirk.

The existing housing stock in the Chadwick Bay Region is older than the housing for the County as a whole. In the Chadwick Bay Region, 55% of the housing was built prior to 1940 compared to 50% of the County's housing. The largest percentage (65.8%) of units constructed before 1940 are found in the City of Dunkirk; the Town of Dunkirk has the smallest percentage of units this age (24.5%).

The median value of owner-occupied housing units in the Chadwick Bay Region (\$56,226) is 15% more than the median for the County as a whole (\$47,800) but is still significantly lower than the values for New York State and nationwide. Within the Chadwick Bay Region, values range from \$66,256 in the Village of Fredonia to \$41,738 in the City of Dunkirk.

According to population projections made for the Chadwick Bay Region communities, total population is expected to decrease 3.4% by the year 2000 and then increase 1.3% by 2010. Looking at projected changes within specific age groups, the number of people between the ages of 30 and 54 shows an increase from 32% of the total population to 36% between 1990 and 2000. This increase could impact the need for housing in the region since people within this age bracket typically buy their first home or begin "moving up" to larger, more expensive homes.

As expected, the highest numbers of multi-family units are located in and adjacent to the urban areas. The City of Dunkirk contains the most multi-family units, most of which are located on Central Avenue, Lake Shore Drive and Fourth Avenue. The Village of Fredonia contains roughly 125 rental properties; the majority of which are made up of five or less units. Many large homes near the SUNY at Fredonia campus have become rental properties for students. Many of the rental properties in the Village are found on Central Avenue, Temple Street, East and West Main Street and Eagle Street. In the Town of Pomfret, the 40+ multi-family properties contain rental units made up of two- and three-family units. The Towns of Dunkirk, Portland and Sheridan contain the least multi-family units.

Mobile homes are most predominant in Pomfret and Portland. Pomfret has eight mobile home parks, most of which are located near Route 60 or Main Road. There are nine mobile home parks in Portland located on Webster Road, Woodcrest Avenue, East Main Road, Ellicott Road, Prospect Road, West Lake Road and Route 5. The other municipalities have one mobile home park each: City of Dunkirk - Lincoln Avenue; Village of Fredonia - West Main Street; Town of Dunkirk - East Lake Road; and Town of Sheridan - Route 20 between O'Brien and Walnut Streets.

A review of building permits issued for new housing construction reveals several trends for the region. The total number of permits peaked in 1989, then declined for three years. This number climbed in 1993 and 1994, then declined again in 1995. These trends generally follow the fluctuating mortgage interest rates: more people choose to invest in new homes when interest rates decline and less people do so as rates climb. The most new units created were in the Village of Fredonia followed by the Town of Pomfret.

## Building Permits Issued for Housing Units 1987 - 1995

Municipality	1987	1988	1989	1990	1991	1992	1993	1994	1995	Total
Dunkirk City	3	5	34	1	1	1	2	0	4	51
Fredonia	24	26	41	38	9	13	21	14	7	193
Dunkirk Town	1	3	1	1	2	3	3	5	0	19
Pomfret	9	18	24	15	19	15	19	28	34	181
Portland	2	8	5	7	20	6	7	12	16	83
Sheridan	7	6	1	9	4	10	18	20	20	111
<b>TOTAL</b>	<b>46</b>	<b>66</b>	<b>106</b>	<b>71</b>	<b>55</b>	<b>48</b>	<b>70</b>	<b>79</b>	<b>81</b>	<b>636</b>

Note: Figures do not include mobile homes.

Source: Chautauqua County Department of Planning

Conversations with local Building Inspectors reveal that recent new housing development is taking place on a larger scale than previously. The Village of Fredonia has seen several new residential developments: Martha's Vineyard; Aaron's Place; George's Place; and Castille Heights. In the Town of Dunkirk, the former Holy Cross Cemetery on Route 5 has been developed as a residential townhouse development called Lang's Landing.

### *Housing Affordability*

According to the U.S. Department of Housing and Urban Development (HUD), spending 30% or more of family income on housing costs is considered excessive. In the Chadwick Bay Region, census data comparing 1989 household income with monthly owner costs revealed that many households do spend an excessive amount on housing costs, although the percentages of households doing so varies among the individual communities.

The chart below summarizes the census information by community. The housing units included in this analysis do not include mobile homes, homes on more than 10 acres of land, or multi-family units.



## Housing Costs as a Percentage of Income

### Chadwick Bay Region

MUNICIPALITY	% OF SPECIFIED OWNER-OCCUPIED HOUSING UNITS SPENDING 30% OR MORE ON HOUSING COSTS
City of Dunkirk	15.1
Village of Fredonia	14.0
Town of Dunkirk	16.0
Town of Pomfret	16.5
Town of Portland	22.2
Town of Sheridan	8.2
AVERAGE	15.0

Source: US Bureau of the Census

The majority (73%) of these housing units have annual incomes less than \$20,000, indicating that those families with the least amount of income must devote the greatest percentage to maintaining their homes.

### *Housing Condition*

Information on the condition of housing units in Chautauqua County was obtained through the Chautauqua Home Rehabilitation and Improvement Corporation (CHRIC). CHRIC has conservatively estimated 20% of the County's housing requires "serious repair", which it defines as repair averaging \$10,000.

The median value of selected housing units was computed for the 1990 Census. The housing units in this analysis do not include mobile homes, units on more than 10 acres of land, or multi-family units.

## 1990 Median Value of Specified Housing Units Chadwick Bay Region

MUNICIPALITY	MEDIAN VALUE
City of Dunkirk	\$41,700
Village of Fredonia	\$65,900
Town of Dunkirk	\$67,600
Town of Pomfret	\$57,700
Town of Portland	\$50,600
Town of Sheridan	\$57,900
Chautauqua County	\$47,800

Source: Chautauqua County Planning Department

All the Chadwick Bay communities, with the exception of the City of Dunkirk, have median values higher than the County median. While these figures are significantly lower than the State median of \$131,600, they suggest that the housing rehabilitation needs in the Chadwick Bay Region are not as serious as they are in other sections of the County.

### *Senior Housing*

There are four senior apartment complexes in the Chadwick Bay area with a total of 258 units: Bell Towers (24 units) and Joseph Steger Apartments (100 units) in the City of Dunkirk; Herbert Star Apartments (42 units) in Brocton; and Old Main Apartments (92 units) in Fredonia.

An informal survey of senior housing developments in Chautauqua County recently conducted by the Chautauqua Home Rehabilitation and Improvement Corporation (CHRIC) determined the number of people on the waiting lists of the various developments as well as the length of the average wait. The four Chadwick Bay complexes reported a waiting list of 10-25 persons; the average wait for these apartments is one year. CHRIC has further determined from the 1990 U.S. Census that 54% of renters aged 65 and over pay more than 30% of their incomes on housing costs, compared with 45% of those under age 65. For homeowners, the figures are 18.5% for those aged 65 and over and 13% for those under age 65. This situation would be especially true if elderly persons were occupying older, high-maintenance homes.

These figures, coupled with the length of wait for a senior apartment, indicate that there is a need for more senior housing in the Chadwick Bay Region. Smaller, low-maintenance units geared to seniors would enable them to spend less of their incomes on housing expenses and serve this growing segment of the population.

### *Farm Worker Housing*

With agriculture holding such an important place in the region's economy, farm workers play a vital role in the economic operation of the County. A Farm Labor Housing Market Study prepared in 1994 by Phoenix Associates, Inc. arrived at the following findings:

Farm worker households on average (3.6 persons per household) are larger than those in the County as a whole (2.5 persons per household).

Farm worker households earn an average of 25% of the median household income for the County, or \$6,842.

Over half of the housing units occupied by farm workers have major housing deficiencies including leaking roof, lack of adequate insulation, unsafe wiring and severely overcrowded conditions.

The study estimated that at least 30 to 45 units of farm labor housing could be built and occupied in Chautauqua County.

### ***Resident Survey***

An analysis of the survey conducted in the Chadwick Bay Region communities (see Appendix 2) reveals resident attitudes about certain housing related issues. While 52% of respondents agree (20% disagree) that single-family housing is readily available in the Chadwick Bay Region, 35% believe there is a need for more apartments in the region (vs. 39% who disagreed). Forty-two percent (42%) of respondents agreed with the statement that housing standards are adequately met in their community (as opposed to 32% who disagreed).

Of particular interest in future housing development for the region is the response on 50% of the surveys that more vacation homes should be built in the Chadwick Bay Region (20% disagreed). The following table shows the number of seasonal units in the region as reported in the 1990 Census.

**Seasonal Housing Units  
1990**

Municipality	Number of Units
City of Dunkirk	6
Village of Fredonia	22
Town of Dunkirk	5
Town of Pomfret	140
Town of Portland	276
Town of Sheridan	20
<b>TOTAL</b>	<b>469</b>

Source: U.S. Bureau of the Census

The Towns of Pomfret and Portland contain 89% of the total seasonal units in the region. Pomfret's seasonal housing can be attributed to tourists in the Lilydale area; Portland's proximity to Lake Chautauqua could explain its high number of seasonal units.

Future markets for seasonal housing would depend on their proximity to Lake Chautauqua or other area lakes, as well as the availability of direct lake access.

## **.2 Suppliers**

Within Chautauqua County are several not-for-profit organizations that construct or rehabilitate housing for certain populations. These agencies and the programs they sponsor are described below.

### ***New Construction***

#### **Chautauqua Opportunities, Inc.**

Among the aims of Chautauqua Opportunities, Inc. (COI) is the provision of affordable housing for the needy in the County. COI requests funding from the New York State Department of Social Services and Department of Housing and Community Renewal (Rural Preservation Program) for housing construction. In 1991, 10 four-bedroom, 2.5 bath single-family homes were constructed at various locations throughout the County to accommodate large homeless families. The families living in the homes pay for rent, utilities and living expenses; COI provides routine maintenance and case management services. In 1995, 10 two-bedroom apartment units were completed on Arrowhead Drive off Route 60 in the City of Dunkirk for teenage mothers and their children.

#### **Dunkirk Housing Authority**

The Dunkirk Housing Authority has constructed 236 new housing units for seniors and low-income families within the City. This figure includes two buildings designated for seniors: the 100-unit Joseph Steger Apartments on Route 5 and the 24-unit Bell Towers on Ruggles Street. The units for low-income families are located throughout the City.

#### **Chautauqua Home Rehabilitation and Improvement Corporation (CHRIC)**

This organization has engaged in both new construction and rehabilitation of housing throughout the County. Since 1978 CHRIC has arranged the construction of 291 units for seniors in 8 communities. CHRIC has also developed 19 units for handicapped individuals in Jamestown.

### ***Rehabilitation***

There are programs currently being administered in the County for the rehabilitation of existing housing, including:

#### **City of Dunkirk Rehabilitation Program**

The City operates its own rehabilitation program through administration of the federal Community Development Block Grant monies it has received since 1991. To date 71 owner-occupied dwelling units have been rehabilitated. The City has requested additional federal grant funds to continue the program and intends to include roughly 10% rental units in future rehabilitation efforts.

### Core Area Preservation Company (CAPCO)

CAPCO is a not-for-profit agency funded through the State Division of Housing and Community Renewal. Though founded in 1980 to improve housing conditions in the City of Dunkirk, the agency has administered programs that extend County-wide.

Through various housing programs, CAPCO has assisted 208 owner-occupied units and 151 rental units with rehabilitation activities. CAPCO also administers a grant program to first-time home buyers. In addition, the agency has purchased three properties to house the homeless population through the federal Homeless Disposition Program.

### Chautauqua Home Rehabilitation and Improvement Corporation (CHRIC)

In addition to constructing new housing, CHRIC has rehabilitated roughly 150 dwelling units throughout the County including the 91-unit former school building in the Village of Fredonia, 1 Temple Square, which has been renovated for senior housing.

## **.3 Trends**

The following housing trends are based on an analysis of the existing housing stock and expected needs in the Chadwick Bay Region.

### *Changing household size and makeup*

Demographic trends indicate that the number of people in the average household in the Chadwick Bay Region is decreasing. The 1990 average household size was 2.58; projections for the year 2000 show an average household size of 2.53. In addition, there are more single-parent households, families with underemployed heads of household, and seniors living without children.

The changes in household size and makeup point to an increasing need in the future for types of housing that appeals to these groups, which often have low or very low incomes. According to federal Section 8 income levels, "low income" applies to families with incomes below 80% of the median family income based on family size. "Very low income" applies to families with incomes below 50% of the median family income based on family size. In Chautauqua County, the median family income in 1989 was \$24,183.

Such housing units would be smaller in terms of square footage, yard size, and number of bedrooms. Higher density dwellings such as townhouses, duplexes or condominiums are types of residences that fit the requirements of the shrinking household. More apartments may also be needed.

The method of housing construction greatly affects the cost of the dwelling. Alternative types of construction such as modular or manufactured housing generally cost substantially less than traditional on-site construction. This type of housing could increase in the region as home ownership becomes more expensive for many area residents. The increase in mobile homes observed in the region over the past few decades is likely to continue for the same reason.

### *Increasing need for housing rehabilitation*

With a substantial portion of the existing housing stock 50 or more years old, housing rehabilitation could become increasingly important. The older the dwelling, the more likely that the home will require major repairs relating to the foundation, electrical and plumbing systems, roof, etc. rather than simply cosmetic work.

Income information for the region indicates that costly home repairs are unaffordable for many homeowners. In 1990 the median household income for the Chadwick Bay Region communities (\$25,685) was 42% less than that of New York State as a whole (\$44,121). This median figure is only slightly above the federal Section 8 threshold for low-income families of \$25,650 for a 3-person family (average household size in the Chadwick Bay Region is 2.58). There are several government-funded programs for housing rehabilitation currently available for Chautauqua County residents, and these should continue.

### *Increasing demand for farm worker housing*

In Chautauqua County, the trend in agricultural production is toward consolidating smaller farms into larger ones. However, increased mechanization could result in fewer workers required for labor-intensive seasonal work. The Farm Labor Housing Market Study says that "Overall these trends are expected to result in stable to moderately declining demand for farm labor with a greater proportion of workers employed year round." The report continues to document the deplorable housing conditions that many farm workers currently endure, including severe overcrowding and substandard units.

Agricultural operations are an important component of Chautauqua County's economy and farm workers are a significant component in those operations; the need for improving their living conditions has become increasingly important. Rehabilitation of existing housing or new housing construction are seen as vital needs for this group. The Farm Labor Housing Market Study estimated that 30 to 45 new units of farm labor housing could be built and occupied in the County. The proposed project by Rural Opportunities, Inc. is the first of such efforts.

### *Increasing demand for seasonal housing*

A distinct market for vacation homes exists in Chautauqua County; 40% of survey respondents believed that "vacation homes" should be pursued. As the southern portion of the County is currently capitalizing on this market and developing lands surrounding Lake Chautauqua, the Chadwick Bay Region can also expect to see increasing demand for such homes. This area could aim to attract Western New York residents by developing weekend and summer homes. The need is apparently perceived by residents of the Chadwick Bay Region since half of those responding to the survey (see Appendix 2) agreed that more vacation homes should be built in the Chadwick Bay Region.

### *Increasing demand for medium density residential housing*

Medium density residential housing can be defined as moderate to upscale single-family detached homes. With an aging housing stock in the Chadwick Bay Region and an increasing proportion of residents 40+ years old (who typically have higher than average incomes), the demand for new homes could grow as families seek to invest their incomes for tax benefits. Conversations with real estate developers have revealed a marked interest in this type of upscale houses and townhouses.

## **.5 Community Services**

### **.1 Education**

There are eight school districts that service the Chadwick Bay Region: Brocton, Cassadaga Valley, Chautauqua Lake School District, Dunkirk, Forestville, Fredonia, Silver Creek and Westfield. These schools are responsible for providing education to the majority of children in the communities. The State Education Department considers a student-teacher ratio of 15:1 to be "very good"; ratios for the school districts in the region fall into this category with 12:1 to 14:1 ratios.

Over 84% of the survey respondents believe the school boards of the eight schools should be more accountable to the taxpayer. 60% believe that their school district is of high quality. A brief description of each school district is outlined below.

#### ***Brocton Central School District***

The Brocton Central School District is a rural district that serves the northwest section of the County. The district is organized on a K-6, 7-12 plan; all facilities are housed in one complex. The elementary wing services approximately 500 students and the junior/senior high wing services approximately 450 students. The school is located in the Village of Brocton. The system includes a Superintendent, Secondary Principal, Elementary Principal and Business Official. There are 70 full time faculty and a support staff of 50 people. The school includes a pool that was built in 1968 and an updated technology/home career wing that was built in 1991. The Board and staff are actively involved in the New Compact for Learning movements.

#### ***Cassadaga Valley School District***

The only town in the study area served by the Cassadaga Valley School system is the Town of Pomfret. Though there are no school buildings in Pomfret, students in the southern part of the Town attend elementary school in Cassadaga (K-4) or Sinclairville (K-5). The high school is located on Route 60 in Sinclairville and holds grades 6-12. The Cassadaga Valley School District serves approximately 1,500 students in total and employs 222 people, 111 of whom are faculty. In 1994 additions were constructed at both elementary schools. Upcoming plans include new classrooms at each of the three school buildings to accommodate a technology program.

#### ***Chautauqua Lake School District***

Effective July 1996, the Mayville School District and Chautauqua School District officially merged. Students from the southern part of the Town of Portland who had attended Mayville are now attending the Chautauqua Lake District. The new district has approximately 1100 students and 111 faculty. Students are housed in three buildings: the former Mayville Central School building holds K-5 for former Mayville students and grades 9-12; the former Chautauqua elementary building holds the remainder of K-5 students; a second building in the former Chautauqua district holds grades 6-8. Issues concerning the future use of existing buildings or proposed new school buildings are currently being studied.

### ***Dunkirk School District***

The Dunkirk Central School District services the City and Town of Dunkirk and the Town of Sheridan. Approximately 2,460 students attend the District's schools. The District includes a senior high school, middle school and five elementary schools; all schools are located within the City limits. The Senior High School is located on West Sixth Street; the Middle School is on Eagle Street; and the five elementary schools are located on Brigham Road, Central Avenue, Lamphere Street, Benton Street and Lake Shore Drive East. The District serves 2,500 students, with grades distributed as follows: the elementary schools hold grades K-5, the middle school has grades 6-8, and the high school 9-12. The District employs 430 people, 220 of whom are faculty.

### ***Forestville School District***

Students in the southeastern part of the Town of Sheridan attend the Forestville School District. Both school buildings in the District are located in the Town of Hanover: the elementary school (K-5) on Water Street and the middle/high school (6-12) on Academy Street. A total of 690 students attend Forestville, and there are 91 employees including 54 faculty.

### ***Fredonia School District***

The Fredonia Central School District serves approximately 2,000 students from kindergarten through high school. The District's schools are in three locations. The Eagle Street School houses children in grades K-1. The Wheelock School on Chestnut Street houses kindergarten, first and some second grade students while the East Main Street Campus houses the remainder of students. The District offers a Regents diploma, many extracurricular activities, programs for handicapped students, and the opportunity to participate in educational experiences offered by the Board of Cooperative Educational Services (BOCES). A sequential program is offered in language arts, social studies, science and mathematics. A 3-1-3 Program is offered in cooperation with SUNY at Fredonia. The District employs 290 people, 145 of whom are faculty.

A unique feature in the Fredonia School District is the Workforce Preparation Program, a national program which in 1993 was among the first districts in the country to be funded. The goal of the program is to ensure that students in Kindergarten through grade 12 and up to age 24 are embarked on a career path that prepares them for gainful employment. In order to provide real world experience for students, over 20 local agencies including Cliffstar, McDonald's, Brooks Memorial Hospital and the United Way participate by providing a variety of activities: worksite tours (grades K-12), classroom visits (grades K-12), tutoring (grades K-5), job shadowing (grades 6-9) and mentoring (grades 10-12). The Workforce Preparation Program is coordinated by the Fredonia School-Community Workforce Coalition.



## ***Silver Creek School District***

The Silver Creek School District boundary extends into the Chadwick Bay Region study area in the northeastern corner of the Town of Sheridan. The District has one building complex located on Dickinson Street in Silver Creek that is separated into sections to accommodate the elementary grades (K-5) and the middle and high school grades (6-12). A total 1,505 students attend the school. Of the 230 persons employed by the District, 118 are faculty. The school is computerized and has a pool for physical education. In the 1995-96 school year, a new middle school area and science labs were added to the building complex.

## ***Westfield School District***

A portion of the Westfield School District serves the Town of Portland. A total of 1,100 students attend the school which consists of one building divided into sections for elementary students (grades K-5), middle school students (grades 6-8) and high school students (grades 9-12). There are 93 faculty members of the total 160 persons employed by the District. Constructed in 1954, the school building has been undergoing a \$10.3 million building project since 1994 which involved a 38,000 square foot addition. The addition consisted of a new high school gymnasium, a music suite for both middle and high schools, computer lab, libraries, and 10 classrooms (three science labs, two special education rooms and five regular classrooms). The project also included major infrastructure improvements such as new heating, electrical and boiler systems and new windows. The school building also has fiber optic capability in each classroom.

## ***BOCES - LoGuidice Educational Center***

The Chadwick Bay Region is part of the Erie 2 - Chautauqua-Cattaraugus Board of Cooperative Education Services (BOCES). The BOCES organization provides districts with a variety of educational services as well as business and staff development assistance. The BOCES facility serving the Chadwick Bay Region is the LoGuidice Educational Center, located on Fredonia-Stockton Road in the Town of Pomfret. Approximately 425 students attend the Center from the following high schools: Brocton, Cassadaga, Dunkirk, Forestville, Fredonia, Gowanda, Lake Shore, Ripley, Silver Creek and Westfield. Students are transported to the Center by their home school bus and attend either morning or afternoon sessions in a wide variety of vocational courses including auto mechanics, carpentry, computer aided drafting (CAD), cosmetology, criminal justice, food trades, health assisting, office software, radio broadcasting and welding.

The LoGuidice Center also provides instruction for approximately 125 students in special education classes. These students attend classes all-day at the Center in a separate building on the Center property.

## ***SUNY At Fredonia***

For the Fall 1995 school year, a total of 4,721 students were enrolled at the college, 4,374 undergraduate students and 347 graduate students. The College offers seven undergraduate programs: educational studies, fine arts, humanities, interdisciplinary, natural sciences, social sciences and general studies. Graduate programs are primarily in education and speech pathology. Sixty percent of all College employees live in the Dunkirk-Fredonia area. Several College facilities are available to residents of the region such as the Rockefeller Arts Center, Reed Library, pool, ice skating rink and indoor track.

The College's undergraduate population is made up almost entirely of New York State residents; less than 2% of students in 1995 came from outside the State. Of the State residents, the majority (63%) of students attending in Fall 1995 were from the Western or Southern Tier West regions, with Chautauqua County supplying 24% of this number.

SUNY at Fredonia is an integral part of the Chautauqua County economy. The College is the County's fifth largest employer, responsible for the creation of over 1,800 jobs. More than 90% of all College employees live in the County; 60% live in the Dunkirk-Fredonia area. The social and economic impact of the College is further evidenced by the fact that over half of all Fredonia students are off-campus residents living in the region, and that the total student body spends almost \$15 million annually in local communities.

### *JobCorps*

The JobCorps is a federal program aimed at meeting educational requirements for young people who have not completed high school. The program can accept up to 240 students but currently has 220 students ranging in age from 16 to 24 years old. Students enter the program from areas throughout New York State; they are housed in dormitories at the JobCorps site on Glasgow Road in Cassadaga. The objectives of the two-year program are: (1) attainment of a high school equivalency (GED) diploma, (2) completion of training in a trade and (3) obtaining a driver's license. The JobCorps offers training in six trades: clerical/office, nursing assistant, culinary arts, painting, building maintenance and carpentry. Classes are held at the JobCorps' academic building on Route 380 in Stockton.

### *Jamestown Community College*

Although the main campus is located in Jamestown, Jamestown Community College has a northern facility on Bennett Road in the Town of Dunkirk. For the Fall 1995 semester 342 students were enrolled in the Dunkirk center. The College offers three degrees: Associate in Arts (A.A.), Associate in Science (A.S.) and Applied Associate in Science (A.A.S.). The College also offers Certificates for five one-year programs (Information Processing, Early Childhood, Office Technology, Computer Assisted Design/Numerical Control and Computer Art and Design). Students often begin course work at the Dunkirk site and then transfer to Jamestown which offers a more extensive course list.

### *Jamestown Business College*

Jamestown Business College averages 325 students per year, 60% of whom enter from non-traditional backgrounds (having already worked, been out of the workforce, etc.). The College offers Associate Degree programs in business under two specialties: Business Administration (Marketing/Management and Accounting) and Administrative Assistant (Medical, Legal, Information Processing and Accounting). Students may also obtain Certificates in Medical Office Assistant, Office Administration and Word Processing (beginning fall 1996). The College is a proprietary school and is not dependent on government funds.

## **.2 Library Services**

All libraries in the Chadwick Bay Region are part of the Chautauqua-Cattaraugus Library System, meaning that one library card is valid in any library within the two-County region. The Chautauqua-Cattaraugus Library Office is located in the Pendergast Library in Jamestown. The Office runs a Bookmobile throughout the service area and also conducts a "books-by-mail" program which enables residents unable to come to a library to have books mailed to their homes at no cost.

This section inventories the various library services available to the Chadwick Bay Region residents, summarizes the trends taking place, and discusses projections for future services. The section recognizes that 79% of residents in the Chadwick Bay Region believe the current library system meets their needs.

In addition to the SUNY at Fredonia library, there are three public libraries within the Chadwick Bay Region. A brief outline of each is presented below.

### ***Ahira Hall Memorial Library***

Located on West Main Street in the Village of Brocton, the Ahira Hall Memorial Library serves the surrounding Town of Portland and is funded fully by Town property taxes. The Library contains roughly 10,000 volumes and is open six days a week at varied hours (total 28 hours per week). Based on the 1990 population of 4,832 for Portland/Brocton, this library is within the standard for minimum number of volumes for small libraries (10,000). There are two employees, one full-time and one part-time. The Library conducts a pre-school story time and a summer reading program. The Library building, constructed in 1905, currently holds the Town Offices in its basement; however, the State has mandated that the Town vacate these offices by 1997 since they do not meet various State codes for being handicapped accessible, etc. A new Town Office building will be constructed at that time. Use of the basement will be decided by the Library Board, a community-based committee.

### ***Dunkirk Free Library***

The Dunkirk Free Library is located at 536 Central Avenue in the City of Dunkirk. The Library contains approximately 50,000 volumes, with an additional 40,000 items such as tapes, cassettes, CD-ROM and computer software. The number of volumes far exceeds the 20,000 standard for medium libraries. The Library employs 14 persons and is open Monday through Saturday at varied hours (62 hours per week total). Through aggressively pursuing various grant monies, the Library has received funds to carry out some innovative programs: mimes, puppet shows, carnivals, and a "Christmas in July" event. Through an agreement with Brooks Memorial Hospital, the Library distributes informational packets to every child born at the hospital. Informational packets are also distributed to school-age children who can attend story hour and summer programs. The Library recently purchased the property behind it from the State which was operating a sheltered home on the site. There are no plans yet for the property's use.

### ***Darwin R. Barker Library***

The Darwin R. Barker Library is located on Day Street adjacent to the Pomfret Town Hall and Barker Commons in the Fredonia Village center. The Library houses 60,000 volumes and employs nine people. The number of volumes far exceeds the minimum 20,000 standard for medium libraries. The Library is open Monday through Friday at varying hours (54 hours a week). A meeting room is available for use by groups in the community.

### ***SUNY Fredonia Library***

The Daniel A. Reed Library on the SUNY at Fredonia campus is an extensive facility offering 385,000 bound volumes, 959,000 microfilm units, a music library with 20,000 recordings and 1,600 periodicals. The Library employs 20 people and is open 81 hours per week. The services of the Library are available to community residents as well as to students; a Community Borrower's Card can be obtained by residents of Chautauqua and southern Erie Counties for use of the Library's services. Over 800 people currently have these cards. The Library has a collection of children's books and audio-visual items available through inter-library loan to other area libraries. Computerized services offered by the Library include dial-in lines from home computers to access the Library catalog, the electronic network of area libraries to locate materials, and Worldwide Web (Internet) access for Library users. The Library is also initiating a system to provide needed information to local businesses.

### ***Other Chautauqua County Libraries***

In addition to the libraries located in the Chadwick Bay Region, there are several nearby libraries accessible to the area's residents, including:

Cassadaga Branch Library  
Maple Avenue, Cassadaga

Anderson-Lee Library  
Main Street, Silver Creek

Minerva Library  
Miller Street, Sherman

Mayville Library  
South Erie Street, Mayville

Patterson Library  
South Portage Street, Westfield

Ripley Free Library  
West Main Street, Ripley

Mary E. Seymour Memorial Free Library  
North Main Street, Stockton

Most communities in the Chadwick Bay Region cannot devote large amounts of funds for libraries. Yet, libraries provide immeasurable benefits to residents including enhanced educational opportunities, leisure and social activities and an overall improved quality of life. Fund-raising techniques, some of which are being utilized by larger libraries in the region, should also be put into practice by other area libraries. Some grant-writing is initiated by the Chautauqua-Cattaraugus Library System, but in many cases smaller libraries with few staff are unable to complete their portion of the paperwork. Assistance from the Library System would be beneficial in such cases.

### **.3 Health Care and Dental Care**

Formed this year, the Chautauqua County Health Network aims to identify and meet the health care needs of County residents. As a starting point, the hospitals in the County -- Brooks Memorial, Lake Shore, Westfield, and WCA -- are working collaboratively to develop an accessible, high-quality, cost-effective and efficient health care delivery system. As part of this overall goal, the Network intends to address existing barriers within the current health care system in Chautauqua County. Its efforts should be supported and encouraged.

#### ***Brooks Memorial Hospital***

This hospital is the main facility used by residents of the Chadwick Bay Region. The facility employs more than 500 people and has 133 beds. Brooks Memorial Hospital provides full health care services to 60,000 patients each year on an inpatient and outpatient basis. Specialized services include a Coronary/Intensive Care Unit, Ambulatory Surgery Department, Sports Medicine/Athletic Rehabilitation Program and Physical Therapy Program. Constructed nearly 100 years ago, the hospital has been conducting major expansions of outreach programs and outpatient facilities. Recent projects include a new Radiology Department, an upgraded Diagnostic Imaging Department, and a Cardiac Rehabilitation Program. Construction of a new 10-bed outpatient Dialysis Unit is currently underway. Brooks Hospital serves as a clinical training site for students from BOCES, Jamestown Community College, SUNY at Fredonia and others.

#### ***Brooks Memorial Hospital Clinics***

The Hospital's Primary Care Center clinic is located on Park Avenue in the City of Dunkirk. The clinic serves mostly Medicaid patients or those without their own doctor, although insurance patients are accepted as well. Services available at the clinic include podiatry, gynecology and pediatric care. The clinic is staffed by employees of Brooks Memorial Hospital who handle approximately 6,000 visits per year.

Brooks Memorial Hospital also staffs a Sports Medicine and Athletic Rehabilitation Clinic on Park Avenue in Dunkirk. These services are available to anyone. The clinic has averaged 155 visits per month on a half-day schedule, but will soon expand its hours to full days.

### ***Westfield Memorial Hospital***

Located west of the Town of Portland in the Village of Westfield, Westfield Memorial Hospital is a 31-bed acute care facility with a staffed 24-hour emergency room. The hospital also offers a family-centered obstetrical unit, CT scanning, cardiac rehabilitation program, two modern surgical suites and newly updated radiological, laboratory and physical therapy units. The hospital is a member of the Heart Emergency Network, a group of area hospitals utilizing specialized care for heart attack emergencies. Westfield Memorial is affiliated with St. Vincent Health Center in Erie, Pennsylvania, WCA Hospital in Jamestown and Children's Hospital of Buffalo. An expansion program for the hospital is currently being planned.

### ***Lake Shore Health Care Center***

Located at Routes 5 & 20 in Irving, the Lake Shore Health Care Center is easily accessible to residents of the Chadwick Bay Region. A 44-bed acute care facility and 160-bed skilled nursing home facility are situated on the center site. Inpatient services include cardiac rehabilitation, CT scanning, laser surgery, cardiac stress testing and MRI. Outpatient services in physical therapy, respiratory therapy, ultrasound and diagnostic imaging are also provided. The center also has an acute mental health unit. The center employees, which number roughly 600, benefit from the on-site child and adult day care program, the only one of its kind in Chautauqua County.

### ***WCA Hospital***

Located in Jamestown, WCA is the largest hospital in the region, with 313 beds and over 1,600 employees. With an estimated 140,000 people in its service area, the hospital is considered a regional medical center which offers more than 100 different services including full medical and surgical services, cancer treatment, neurosurgery, rehabilitation services (alcohol, medical, mental health), pain management, ambulatory surgery and sports medicine. Besides its main building, the hospital maintains the Jones Memorial Health Center less than a mile away, where rehabilitation and out-patient services are performed. There are also three family health centers associated with WCA Hospital in Jamestown, Sinclairville and Randolph.

### ***Private Physicians***

In addition to hospital facilities, there are at least 35 offices of private physicians and surgeons located in the Chadwick Bay Region. Specialties include gynecology, plastic surgery, ophthalmology, urology, pediatrics, neurology, and orthopedics.

### ***Dental Care***

There are over 20 dentists within the Chadwick Bay Region, most of whom are clustered in the Dunkirk-Fredonia area. Services include dental care for children and adults, endodontics and orthodontics.

## **.4 Social Services**

This section focuses on the provision of various social services in the Chadwick Bay Region including services for senior citizens and children.

### ***Chautauqua County Home & Infirmary***

Located on Temple Road in the Town of Dunkirk, the Chautauqua County Home & Infirmary employs close to 300 people and has 216 beds, all of which are currently filled. The Home is a skilled nursing facility providing 24-hour care to residents. It is the largest such facility in Chautauqua County and the fifth largest in Western New York. Although owned by the County, the facility is self-sufficient. The Home creates its own revenue and currently operates at a minimal profit.

### ***Share & Care Senior Center***

The Share & Care Senior Center has been operating since 1993 at the Eagle Street School in Fredonia. The Center rents two classrooms and the gymnasium at the school from the Fredonia Central School District. The Share & Care program provides a wide range of social services to seniors throughout Chautauqua County including recreation, exercise classes, crafts, driving instruction and health-related clinics (flu, hearing, blood pressure). Currently serving over 300 seniors, the program operates self-sufficiently with no government funding. The Share & Care program has its own Board and holds various fund-raising activities. Other than the administrator whose salary comes from the Town of Pomfret and one part-time employee paid with County funds, the program is run by a group of 15 volunteers.

### ***Chautauqua County Rural Ministry, Inc.***

Supported by five denominations and over 40 local churches, the Chautauqua County Rural Ministry, Inc. is an interfaith agency providing services and advocacy to the poor and disenfranchised in the County. Since 1978 the agency has started such projects as the Summer Youth Work Camps, Food Bank, Food Pantry, Garment Gallery thrift shop and Rape Counseling. In addition, the Ministry has rehabilitated 19 units of low-income housing and assists the homeless population throughout the County. The Ministry is located on Central Avenue in Dunkirk and is funded by State grants and the United Way.

### ***Child Care Council***

The Child Care Council has been functioning as a central coordinating agency for child care services throughout Chautauqua County since 1991. The Council maintains an inventory of all child care planning agencies and providers and is able to link individuals seeking child care with appropriate services in their area. The Council, funded by the State Social Services and Education Departments and the Chautauqua County Social Services Department, publishes a toll-free phone number in newspapers and phone books and receives approximately 3,000 calls per year. The Council also publicizes its service at local businesses and assists them in meeting their employees' child care needs. In addition to the referral service, the Council also offers training for child care providers seeking licensure and enhanced training for those already licensed. Currently there are 132 family day-care facilities in Chautauqua County, 16 group day-care facilities and 16 day-care centers. The Someplace Special Day Care Center in Dunkirk is the only facility in the area offering "second-shift care" until 11:30 p.m.

The need for child care in Chautauqua County is evident from statistics provided by the Child Care Council:

- every day five babies are born in the County;
- 7,500 children in the County live with one parent;
- 50% of mothers of preschool children and older children in the County are employed.

The Child Care Council reports that use of the existing facilities is high: of the 1,191 center slots in the County, 89% are utilized; of the 856 family day care slots, 72% are utilized.

### *Chautauqua Opportunities, Inc.*

Chautauqua Opportunities, Inc. (COI) is one of the area's most diverse not-for-profit organizations serving the economically and socially disadvantaged members of the community. The organization employs over 400 people and provides services to over 20,000 Chautauqua County residents in four general areas:

Education and Early Childhood (Head Start, child care, family day care training, child care referral service);

Health and Nutrition Services (maternal and child health, prenatal services, Meals on Wheels);

Community Programs (adolescent pregnancy prevention, homeless assistance, runaway youth shelter, family support); and

Housing and Economic Development (rental assistance, weatherization, housing rehabilitation, budget counseling).

### *The Resource Center*

The mission of The Resource Center is to enable children and adults with disabilities to achieve maximum independence and to contribute to the community. The organization provides a wide range of services to this population including day care, day treatment, mental health services, vocational rehabilitation and employment assistance. The Center operates two branches of Allied Industries, one in Jamestown and one in Dunkirk, which employs clients with disabilities. Local companies contract with Allied Industries for certain products or services. In 1994, approximately 100 local companies contracted work with Allied, with total sales topping \$10 million. The Resource Center also runs three Diagnostic and Treatment Clinics for outpatient health care services, two in Jamestown and one in Dunkirk.

### *United Way*

The United Way of the Chadwick Bay Region, Inc. is located on Central Avenue in the City of Dunkirk. The United Way distributes funds to 36 different programs provided through 21 local agencies, including the Boy Scouts and Girl Scouts, the American Red Cross, Literacy Volunteers, Meals on Wheels, the Salvation Army and Hospice Chautauqua County, Inc.



## *Rural Opportunities, Inc.*

Rural Opportunities is making application to the U.S. Rural Economic and Community Development Agency for construction of housing designated specifically for farm workers in the region. Such housing would fulfill a basic need identified in the 1994 Farm Labor Housing Market Study.

The project aims to meet both the year-round and seasonal housing needs of farm workers. While the project is still in the preliminary planning stage, construction is likely to entail roughly 16 to 32 units on a site that is yet to be determined. The units would be available to very low income tenants, with no tenant paying more than 30% of adjusted gross income, including utilities. The project would be owned by New Development Opportunities, a volunteer committee recently incorporated to facilitate this housing effort, and managed by an independent housing agency.

## *Chautauqua County Office of the Aging*

The Office of the Aging functions as a "warehouse of information" for the wide range of senior services available in Chautauqua County, serving an advocacy role by enabling seniors to access the services they need. The Office provides assistance with housing options, employment and home care services. Seven congregate dining sites are maintained by the Office throughout Chautauqua County: Dunkirk, Fredonia, Sherman, Silver Creek, Forestville, Mayville and Westfield. The Office maintains three senior centers in Dunkirk (on Franklin Street), Jamestown and Mayville. Additional services include transportation, an aging development disabilities program and an elder abuse prevention program. The Office estimates that roughly 40% of its services are provided to the Chadwick Bay Region residents.

## *The Salvation Army*

Located on Central Avenue in the City of Dunkirk, The Salvation Army provides a variety of services to the community including a food pantry, emergency lodging, summer day camp, domestic violence program, recreational programs and assistance with rent and utility payments. The agency also provides used appliances to families in need. The agency's gymnasium is available to adults in the community, and the building is available for use by other groups. The Salvation Army is funded by the United Way, the County Youth Department and private donations. Approximately 3,000 to 4,000 people are served per year.

## *Meals on Wheels*

The Meals on Wheels office serving the Chadwick Bay Region is located on Central Avenue in the City of Dunkirk. The purpose of the agency is to provide home meal delivery to people who are home-bound and cannot cook for themselves. The agency serves 107 people per day. Recipients may contribute to the cost of the meal if they are able; if not, they can arrange for a County subsidy (the agency can serve up to 25 subsidized individuals). Meals on Wheels is funded by the United Way, the County Office of the Aging and private donations. Other offices in Chautauqua County are located in Sinclairville and Jamestown.

### ***Catholic Charities Center***

The Catholic Charities Center on Lake Shore Drive in Dunkirk serves approximately 1,000 people per year in the Chadwick Bay Region. Another office is located in Jamestown. The agency provides counseling services (family, marital, budget etc.), adoption services, emergency food vouchers and small medical vouchers for life-threatening needs such as insulin. Catholic Charities is funded entirely through the yearly Catholic Charities Appeal.

### ***Every Woman Opportunity Center, Inc.***

This agency is funded entirely by the New York State Department of Labor to administer the Displaced Homemaker Program. Located on Central Avenue in the City of Dunkirk, the agency provides holistic employment counseling and career preparatory services to homemakers re-entering the workforce or those without outside work experience. The agency also provides an 80-hour Career Readiness Training Program which assists clients with resume writing, job search and managing dual roles in the home and at work. The agency served 420 people in 1995, the majority from the Chadwick Bay Region and some from Southern Chautauqua and Southern Erie Counties.

### ***Jamestown Counseling Center***

Though located in Jamestown, approximately 10% of the Counseling Center's clients are from the Chadwick Bay Region. The center is a not-for-profit organization staffed entirely by volunteers who provide counseling services at no cost to the clients. The center sees 800 - 1,200 visits per year; court dispute issues for the County are also handled. Some of the agency's referrals are made by local industry that recognizes the mental health needs of their employees. Private industry also provides donations to the center, although the majority of the yearly operating costs of \$10,000 is made up through the annual benefit auction.

## **.5 Animal Control**

Animal control in Chautauqua County is handled primarily at the local level, with the County Health Department's involvement as needed. Each of the Chadwick Bay communities has a part-time appointed individual to handle dog control; the City of Dunkirk employs two part-time animal control officers who handle both dogs and cats. The animal control officers are responsible for dog enumeration, usually by going door-to-door. The officers also respond to calls to have a loose or troublesome animal picked up, and then kennel the animal and transport it to the SPCA if it is not claimed.

The Chautauqua County Health Department's assistance is needed if a person is bitten by an animal, including wild animals such as raccoons. The Department ensures that the animal is confined for the required 10 days to determine if it is rabid.

SPCA facilities located in Falconer and Angola serve the Chautauqua County area.

## **.6 Emergency Services**

### **.1 Law Enforcement**

Within the Chadwick Bay Region study area the City of Dunkirk, Village of Fredonia, and Towns of Dunkirk and Sheridan have their own police departments; the Towns of Pomfret and Portland have police protection through the Chautauqua County Sheriff's Department. According to the results of the community survey, over 78% of residents in the study area felt safe with the level and type of police protection in the region.

The City of Dunkirk's Police Department is located in City Hall on Central Avenue and is staffed by 34 full-time officers. The Department has seven marked and four unmarked vehicles at its disposal. As part of its public education function, the Department conducts a Neighborhood Crime Watch program as well as the DARE anti-drug program in the local school system, and makes presentations regarding a wide range of public safety issues. The Dunkirk Police Department also administers internship programs for local colleges and BOCES. In 1995, the Officers responded to 33,000 complaints. The Dunkirk harbor area is patrolled by the Chautauqua County Sheriff's Department.

The Village of Fredonia's Police Department is located in Village Hall on Temple Street. The Department is staffed with 15 full-time and four part-time police officers. The Department also runs a dispatch center with two full-time and two part-time dispatchers, handling roughly 2,000 calls per year. There are six vehicles in use by the Department. The Department also carries out the DARE program in local schools.

The Town of Dunkirk has two part-time Police Officers that handle law enforcement in the Town. There is one vehicle used by the Officers that is kept at their office at Town Hall on Willow Road. The Officers handle roughly 600 calls per year.

The Town of Pomfret does not have its own police department but contracts with the Chautauqua County Sheriff for protection. The Town also receives assistance from the New York State Police stationed at the Fredonia Barracks located on Route 60 in Pomfret.

The Chautauqua County Sheriff's Department provides police protection for the Town of Portland; the Sheriff's Department maintains a substation on West Main Street in the Village of Brocton.

The police station for the Town of Sheridan is located in Town Hall on Route 20. There is one part-time Police Officer and one vehicle in use. The Officer administers a Neighborhood Watch Program throughout the Town and publishes a newsletter for Town residents. Roughly 60 to 120 calls are answered per year.

### **.2 Fire Protection**

Each municipality in the study area has its own Fire Department with the exception of the Town of Pomfret which utilizes Fredonia's Fire Department. The community survey reveals that 92% of people in the Chadwick Bay Region view the fire and ambulance service as adequate.

The City of Dunkirk Fire Department has four stations: Headquarters (Eagle Street), Station 1 (Fourth Street), Station 3 (Middle Road) and Station 4 (Doughty Street). There are 28 paid personnel and roughly 200 active volunteers that serve the Department. Vehicles in use include a fire engine, rescue truck, ladder truck and chief's car at Headquarters; and one station each at the other three stations. Approximately 1500 calls are responded to each year. The Department also sponsors a Fire Prevention Program year-round which includes special school presentations during Fire Prevention Week in October. In addition, the Department stages fire drills for employees as companies request.

In the Village of Fredonia fire protection is provided by six full-time firefighters and 120 volunteers. The fire station located at 80 West Main Street is equipped with three pumpers, one ladder truck, one tanker, one ambulance, two heavy rescue vehicles and one miscellaneous truck. The Department responds to approximately 1100 to 1200 calls per year.

The Town of Dunkirk has separate volunteer fire departments for the eastern section and the western section of Town. The East Town squad has 40 volunteers based at the fire station located on South Roberts Road. There are four vehicles available for use in the East Town: two fire engines, one miscellaneous vehicle and one tanker. The squad handles roughly 130 calls per year. The West Town fire squad is made up of 32 volunteers. The station is adjacent to the Town Hall on Willow Road and houses the two fire engines and one miscellaneous vehicle. The West Town squad receives approximately 50-60 calls per year. Both East and West Town fire companies are equipped to handle rescue calls; however, they rely on the Chautauqua County Ambulance Service (WCA Services) to transport patients to the hospital.

The Town of Pomfret's fire protection is obtained through the Village of Fredonia Fire Department and the Lily Dale Volunteer Fire Department. Lily Dale's Fire Department services approximately 180 homes in the southern portion of Pomfret but has the potential to serve a larger area. The Department has two engines, an ambulance, 24-26 volunteers and 5-6 emergency medical technicians. The Lily Dale and Cassadaga Fire Departments almost always provide mutual aid to one another.

The Town of Portland is served by two fire stations: on West Main Street in the Town and on Lake Avenue in the Village of Brocton. The stations are staffed by a volunteer force of approximately 50 persons per station. Each station has five vehicles including tanker, pumper, brush wagon and emergency vehicles. The Town responds to roughly three calls per week; the Village responds to roughly one call a day. School programs are conducted during Fire Prevention Week.

The Fire Station for the Town of Sheridan is located on Center Road at the corner of Route 20. The all-volunteer force of approximately 52 active volunteers responds to an estimated 200 calls per year. The Fire Department has two fire engines, two tanker trucks and one rescue truck. Fire prevention programs are conducted in the Silver Creek and Forestville School Districts and for senior citizen groups on request.

The State Insurance Office (ISO) assigns a Public Protection Rating to each community; the rating indicates the level of fire protection service available to residents of that community. Ratings are assigned according to several factors including response time, pumping capacity, water delivery system, availability of water mains, etc. The higher the ISO rating, the lower residential insurance costs. A rating of 4.0 is the highest rating available.

The ISO ratings vary among the Chadwick Bay communities. The ratings are:

City of Dunkirk	-	4.0
Village of Fredonia	-	4.0
Town of Dunkirk	-	7.0 (areas with public water)
	-	9.0
Town of Pomfret	-	4.0 (areas with public water)
	-	9.0
Town of Portland	-	5.0 (areas with public water)
	-	9.0
Town of Sheridan	-	5.0 (areas with public water)
	-	9.0

### **.3 Ambulance/Rescue Services**

All Fire Departments in the study area are equipped with vehicles and personnel to respond to emergency rescue calls. The Chadwick Bay Region is served by an enhanced 911 emergency phone system which tracks the location of the caller and facilitates rescue. All rescue vehicles provided by the municipal Fire Departments are staffed by trained personnel certified to respond to emergency calls.

As a supplement to the rescue services of some of the local Fire Departments, professional ambulance service in Chautauqua County region is provided by Chautauqua County Ambulance Service (formerly WCA Services). All Emergency Medical Technicians with the Ambulance Service have Advanced Life Support certification, allowing them to administer IV's. The Ambulance Service is authorized through a 'Certificate of Need' by the New York State Department of Health to operate within the Chautauqua-Cattaraugus-Allegheny County service area. Within the Chadwick Bay Region, the arrangement varies by municipality:

- In the City of Dunkirk, the Ambulance Service operates by contract to transport all emergency patients to a hospital.
- The Village of Fredonia and the Town of Pomfret use a combination of the Ambulance Service and their own Fire Departments.
- In the Town of Dunkirk, the Ambulance Service transports all patients to a hospital, but there is no contract.
- The Town of Portland's Fire Department does its own primary response and requests assistance from the Ambulance Service when required for the most serious patients.
- In the Town of Sheridan, the Ambulance Service does primary response but receives assistance from the Town Fire Department.

In a typical case involving the Ambulance Service, patients are initially picked up by a local Fire Department vehicle, then transferred to an Ambulance Service vehicle for more specialized care. Patients are most often taken to Brooks Memorial Hospital in Dunkirk but occasionally to Lake Shore, Westfield or WCA Hospitals. The company also operates the Starflight helicopter which transports patients to a trauma center such as WCA Hospital or Erie County Medical Center. Patients are billed directly for any service provided by the company.

The Chautauqua County Ambulance Service headquarters is located in Jamestown, and there are offices in Salamanca and on Monroe Street in Dunkirk. The Dunkirk office has 24 full-time staff and five ambulances that are dispatched throughout the Chadwick Bay Region.

Water rescues at the Dunkirk harbor are normally handled by the County Sheriff's Department which maintains a boat in the summer months. These efforts are supplemented by the City of Dunkirk Fire Department which works in conjunction with the Sheriff's Department and occasionally performs a rescue on their own. The two departments do not have an official contract for services but rather function in a working relationship. Additional assistance is provided by City lifeguards. Approximately 3-4 rescues per year are performed.

## **.7 Recreation and Cultural/Historic Resources**

The quality of life in a community is influenced by the quality and location of the recreation and cultural/historic resources; in the Chadwick Bay Region, residents believe that recreation opportunities should be centered around the natural environment (81% of survey respondents). Lake Erie access should be improved according to 65% of survey respondents and 81% believed recreation opportunities could help attract tourists. These amenities are used by residents during their free time and they also help to attract tourists. Chautauqua County is extremely fortunate to offer a variety of recreation opportunities in fishing, boating, hiking, camping, fairs, festivals, golf, etc.. This section summarizes the recreation and cultural/historic resources available to the Chadwick Bay Region residents.

### **.1 Inventory**

#### ***Parks/Recreation Facilities***

Chautauqua County offers a number of parks and nature preserves that are extensively used by residents and tourists for hiking and other activities. Many of the regional attractions are located in the Chadwick Bay Region study area.

The City of Dunkirk offers three waterfront parks that are attractions for City, county and regional users: Point Gratiot, Wright Park and Memorial Park. Point Gratiot, located on Point Drive, includes hiking, fishing, cross country skiing, horseshoes, boat launching and swimming; the Park also houses the historic Dunkirk Lighthouse. Wright Park, located on N. Sereal Street, includes cross country skiing, hiking, fishing, horseshoes, baseball fields, basketball courts, playgrounds and a boat launch. Memorial Park, located on Route 5, includes cross country skiing and picnic areas. The Dunkirk pier also offers fishing, walking and viewing opportunities for residents and tourists. The Chautauqua County Fairgrounds are also located in the City of Dunkirk; the fair is held yearly in the City. A recreation center has recently been opened at the fairgrounds for City and regional residents. The Fair Association rents the facility to the City which provides roller skating, street hockey and soccer during the non-summer months; the facility is devoted to fair activities for the summer. An additional facility at the fairgrounds include a train museum. In addition, the City operates Washington Park and Veterans Park for residents. Other recreation facilities in the City include the JFK Pool and five playgrounds within the parks.

The Village of Fredonia owns and operates a number of playgrounds and parks for Village resident use. Barker Commons is located in the center of the Village and acts as a traditional Village Green that focuses activity in the community. Houghton Park is located on Houghton Street and includes walkways and park benches. A nature sanctuary along Canadaway Creek in the Village includes park benches along Forest Place. The Village maintains four playgrounds: Lambert Avenue, Gardner Street, Elm Street and Barker Street. These include basketball courts, green space, playground equipment and equipment storage buildings; a shuffleboard court is located at the Lambert Avenue playground. School playgrounds available for Village residents include Wheelock and Eagle Street Elementary Schools, St. Anthony's Parochial School and Fredonia Central School. The Town of Pomfret and Village of Fredonia jointly operate Russell Joy Park (25 acres) on Howard Street in the Village of Fredonia. This park includes picnic areas, playground, pavilions, tennis courts, basketball courts, hiking trails, restrooms and ball fields.

In the Town of Dunkirk, the Canadaway Creek nature sanctuary on Route 5 is used extensively for wildlife and bird watching, nature walks and fishing. The Town does not operate or maintain any parks or recreation facilities. The non-profit Dunkirk Conference Center on Route 5 provides opportunities for camping, recreation and study on a 110-acre parcel that straddles the Town of Dunkirk/Town of Sheridan border.

Parks maintained by the Town of Pomfret include Laona Park on Route 60 and Barker Street Playground in the Village of Fredonia. Both facilities include playground equipment, shelter, basketball courts and rest rooms; the playground equipment at Laona Park will be upgraded in the near future. The Town has planned a new park on Chautauqua Road near the Town Highway Barns. This play area was a former park, but because of flooding problems, the facility was abandoned. The Town is currently improving the drainage of the site and plans to develop the Chautauqua Road Playfield. The Town and Village had maintenance and vandalism problems that forced the closure of the park. Two private playgrounds are located in Lily Dale and at Van Buren Bay. In addition, the BOCES LoGuidice Educational Center has a gymnasium, swimming pool and playground for the use of its students; a nature walkway, cross-country ski trail and picnic area are available to the public.

In the Town of Portland, Thayer Road Overview Park offers viewing stations, picnic areas and trails. Lake Erie State Park is also located in the Town of Portland along Route 5. This park includes lake frontage, bicycling, snowmobiling, cross country skiing, hiking, horseshoes, swimming, pavilions, picnic areas and camping. The Portland Community Park, located west of the Village of Brocton on Route 20, provides an area for picnics and summer outdoor activities. Portland also maintains Rykeman Park on Park Street in the Village of Brocton, where swings and a gazebo are available. The Brocton Central School is the center of many of the Town's recreational activities: baseball, soccer, basketball.

The Town of Sheridan offers two parks for residents and visitors to the Chadwick Bay Region. Sheridan Memorial Field, located on Center Road, is owned and operated by the Sheridan Memorial Field Association. The park includes ballfields, playground equipment, pole barn and pavilion. Sheridan Bay, located on Lake Erie, includes camping facilities, swimming (beach), playground, ballfields, horseshoes and picnic areas.

Parks and recreation facilities outside the study area include the French Creek Preserve (hiking) in the Town of Sherman, The Burgeson Wildlife Sanctuary (trails, wildlife and bird watching, boardwalk) in the Town of Kiantone, Chautauqua Gorge (hiking) in the Towns of Chautauqua and Westfield, Panama Rocks (cave exploration, hiking) in the Village of Panama, Lucille Ball Memorial Park (Lake Frontage, cross country skiing, tennis, horseshoes, baseball fields, basketball courts, playgrounds, boat launch, swimming, pavilions, picnic areas) in Celoron, Allen Park, Bergman Park, Chadokoin Park and McCreay Point Boat Landing (bicycling, cross country skiing, horseshoes, basketball courts, playgrounds) in Jamestown, Lakeside Park (bicycling, hiking, fishing, tennis, baseball fields) in Mayville and Richard O. Harley Park (fishing, tennis, basketball courts, playgrounds) in Lakewood.

### *Recreation Programs*

The City of Dunkirk has an extensive recreation program for residents of the City. Youth programs include summer development clinics (softball, baseball, soccer, kickball, tennis), summer day camp, T-ball league, youth gymnastics and dance, swimming, sailing, floor hockey, youth track (Jetts program), little league, youth soccer, midget football, arts/crafts and college buddy program. The new recreation center at the fairgrounds offers a variety of programming for youth: skating, volleyball, basketball. Adult programs include softball, basketball, football, floor hockey, indoor soccer, sailing, walking/running program, roller skating/blading and swimming. Special events in the City include Santa's Workshop, Special Olympics co-sponsor, Halloween Party, BOCES Series programs, Spring Special, Self-Esteem Programs, Thanksgiving Poster Contest and Punt/Pass/Kick. Residents in the Town of Dunkirk are able to take advantage of City sponsored programs.

The Village of Fredonia and Town of Pomfret complete their programming jointly. Recreational programming in the Village of Fredonia and Town of Pomfret includes youth tennis, boy's baseball and girl's softball. Youth swimming is available at the high school; programs at SUNY Fredonia include youth soccer and winter youth ice skating. A winter boy's basketball program is available at Wheelock Elementary School. There are also summer crafts programs offered at the four playgrounds in the Village and Laona playground. A teen center located in Village Hall offers youth a pool table, ping pong table, video games, television and snack bar; three to four dances are held each year at the center. Meeting facilities are available to various teen organizations. A child care course is also available at the teen center. Adult programs include tennis at Russell Joy Park and men's softball at the high school.

The Town of Portland is serviced with joint programs with the Village of Brocton. The Kaplon Center in the Village offers a variety of programs that are geared towards youth in the community. These include a 6 week summer recreation program (arts and crafts, hikes, exhibits, sports), open gym and rollerskating and dances. Special events held at the community center include the annual Spring Fling, Haunted House and Halloween Party, Christmas Party and Easter Egg Hunt. The Center is used by a variety of other groups including senior and churches. Basketball and volleyball courts are used by various adult leagues. Organized sports leagues in the Village and Town include youth soccer, little league, midget football and adult softball leagues.



The Town of Sheridan offers recreation programming through the Sheridan Memorial Field Association. The Association offers a summer youth program that is sponsored at the Field. They have utilized the skating facilities at the Chautauqua County Fairgrounds for skating. Bowling is another activity sponsored by the Town. They organize and sponsor special trips that have included trips to the circus and a christmas cookie exchange. The Sheridan Memorial Field is used by a number of church groups and other leagues that are not organized by the Town.

### *Historical*

The Chadwick Bay Region has several museums that are visited by both residents and tourists throughout the year. The Dunkirk Historical Lighthouse, located near Point Gratiot Park, offers interpretive displays and tours. Also in the City of Dunkirk, the Dunkirk Historical Society has a collection of photographs of early Dunkirk. The Darwin R. Barker Historical Museum in the Village of Fredonia includes exhibits that focus on the Fredonia and Pomfret History. The Village of Fredonia Commons is listed on the National Register of Historic Places; buildings surrounding Barker Commons date from 1818 to the present.

The Brocton Arch, Town of Portland - Village of Brocton, has recently been placed on the National Register of historic places. The Chautauqua County Historical Society is located in Westfield.

Portions of the Chadwick Bay Region appear to be within archaeologically sensitive areas as shown on maps prepared by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). Any development in these areas should be evaluated in conjunction with input by the OPRHP.

### *Golf Courses*

There are no publicly owned golf courses in the Chadwick Bay Region; privately owned courses include the Shore Wood Golf Course (18 hole) located in the Town of Dunkirk, Sugar Hill Golf Course (9 hole) in the Town of Portland, and the Hillview Golf Course (18 hole) and Cassadaga Lakes Country Club in the Town of Pomfret. Public golf courses in Chautauqua County include Chautauqua Golf Club (Chautauqua), Chautauqua Point Golf Course (Mayville), Willow Run Golf Course (Mayville), Peek 'n Peak Golf Club (Clymer), Sugar Hill Golf Resort (Westfield), Pinehurst Golf Course (Westfield), Rosebrook Golf Course (Hanover), Tri-County Country Club (Hanover), and Golen's Golf Shop & Driving Range.

### *Campgrounds*

Chautauqua County campgrounds include Chautauqua Family Campgrounds & Cabins (Mayville), Westfield-Lake Erie KOA (Westfield), Hidden Valley Camping Area (Jamestown), Camp Prendergast (Mayville) and Arkwright Campgrounds. In the Chadwick Bay Region, camping is available at Lake Erie State Park in the Town of Portland.

Located on the north side of Cassadaga Lake in the Town of Pomfret is Camp Gross, a non-profit camp that hosts a variety of youth groups year-round. Located on 65 acres, the camp includes a lodge, cabins, beach area, picnic shelter, nature trail and ball field.

The Dunkirk Conference Center on Route 5 in the Towns of Dunkirk and Sheridan is a non-profit corporation that provides camping and other recreational opportunities for children, youth and adults. Located on 110 acres of waterfront land, the Center hosts a variety of camps catering to youth, women and families, as well as various meetings and concerts. The Center also includes playing fields, a nature trail, an Olympic-size swimming pool and a dining hall on its grounds.

## ***Hunting/Fishing***

Hunting is a very popular recreation alternative for many residents and visitors to Chautauqua County. State game lands are available to hunters in the Town of Arkwright. Hunting of big game (white tailed deer), small game (turkey, pheasant, rabbit, grouse, squirrel) and waterfowl (duck, coot, erganser, sea duck, canada geese, snow geese, brant) is popular in the rural communities in the County; in the Chadwick Bay Region this would include Pomfret, Portland and Sheridan.

Fishing opportunities in the Chadwick Bay Region is abundant for both residents and visitors. Lake Erie, Chautauqua Lake, Bear Lake and the Cassadaga Lakes provide excellent resources for the sport fisher; the many streams and tributaries to these lakes also offer excellent opportunities for fishing in the Chadwick Bay Region. Common species of fish in the streams and lakes of the Chadwick Bay Region include: trout, salmon, large and small mouth bass, crappies, walleye and muskellunge.

Because of the impact of the Niagara Mohawk plant on the Dunkirk harbor, the Dunkirk harbor remains almost ice-free during the winter; this allows for fishing throughout the entire year in Lake Erie. Fishing from the Dunkirk pier is a common activity throughout the year.

## ***Boating***

The Chadwick Bay Region is located on Lake Erie and offers many water related activities that are unavailable in other parts of the County and State. There are several marinas along the lake front in the study area including: Bart's Cove, Chadwick's Bay and Stefan's in the City of Dunkirk. Directly east of the study area in the Village of Silver Creek is Hidden Harbor marina. In the Town of Westfield, west of the study area, is a marina in Barcelona.

Boating on Lake Erie is a popular sport that attracts many people to the Chadwick Bay Region. Chautauqua Lake also offers ample opportunity for boaters and includes six boat launching facilities in various locations; Chautauqua Lake caters to smaller boats than Lake Erie. Boat launches are located in the City of Dunkirk (Dunkirk Harbor Ramp), on Van Buren Point in the Town of Pomfret and at Sheridan Bay in the Town of Sheridan. NYS boat launches are located on Bear Lake and Cassadaga Lake in the Town of Pomfret, and on Chautauqua Lake. Other launching facilities include Barcelona Harbor Ramp and Silver Creek Ramps.

Canoeing in Chautauqua County is available on the many lakes and streams. The Two "Flat Water" waterways, tributaries to the Allegany River, offer a variety of canoeing experiences. The waterways offer maintained launch points and lean-to camp sites. The Cassadaga Waterway includes over 28 miles of waterway through Red Bird, Gray, Kimball Stand, Ross Mills, Levant, Falconer and Jamestown. The Conewanga is located on the eastern portion of the County and begins near the Cattaraugus County boundary; the waterway includes over 25 miles that traverse Kennedy, Poland Center, Frewsburg and Kiantone.

## ***Hiking/Driving Routes***

Chautauqua County offers several hiking trails; except for the Rails to Trails facility in the Town of Portland, no other designated trails are directly located in the Chadwick Bay Region. The Westside Overland Trail between the Villages of Mayville and Panama offers hiking and camping (lean-to) on the 25.56 mile trail system. The Eastside Overland Hiking trail is 18.85 miles and also offers hiking and camping (lean-to) between the Towns of Arkwright and Gerry.

Chautauqua County's spectacular scenery offers driving tours for both residents and tourists. Route 5, located within the Chadwick Bay Region study area, is part of the Seaway Trail that begins in Pennsylvania and follows the Great Lakes shorelines. This spectacular drive includes a variety of attractions that are located along Route 5 (eg. Memorial Park, Lake Erie State Park). Other driving tours include a wine country tour that includes destinations within the Chadwick Bay Region. "Wine Country" includes Sheridan (Woodbury Vineyards), Forestville (Estate Winery), and Westfield (Johnson Estate Winery). Back road tours of the spectacular Allegheny Plateau are also attractions for residents and tourists to the Chadwick Bay Region.

### ***Skiing/Snowmobile Trails***

SUNY Fredonia operates a 61 acre ski area on Route 380 near the Chautauqua Town Line in the Town of Portland. The Peek 'n Peak Resort in the Town of Clymer offers downhill skiing and associated activities in southern Chautauqua County. In the summer, the resort offers vacation homes and a golf course. Cross country skiing is available on the trail systems outlined in the previous section.

There is an extensive snowmobile trail system in Chautauqua County; this includes both public and private lands. The trail systems link Mayville with Silver Creek, Mayville with Clymer and Mayville with Allegheny State Park. The extensive trail system is mapped and marked with the assistance of the County's five snowmobile clubs.

### ***SUNY Fredonia***

SUNY Fredonia offers a number of recreation and cultural resources that are available for community use. The athletic fields at the campus (baseball, soccer, football) are used by community groups from the surrounding municipalities. Baseball fields are used by men's senior leagues. The soccer and football fields are used for youth and men's leagues. The NFL Buffalo Bills also conduct their training camp at SUNY Fredonia.

Many of the facilities at the school are available to the public free of charge or with the purchase of an activities pass. A pass is required for use of the weight rooms and the indoor track. The tennis courts and athletic fields are open to the public on a first come-first serve basis. The college's swimming pool has recently been closed permanently due to damage; replacement is being sought.

The ice arena can be rented by outside groups or on campus groups; the arena is used for youth hockey and youth hockey tournaments. There is also public skating at the arena that is open to anyone in the community; a nominal fee is charged for admission and skate rental. Skating and figure skating classes are also offered to the public.

The college also owns a lodge on Route 380 in Brocton that is available to student clubs and groups; the lodge can be rented by the public for receptions or other events. An additional sleeping lodge with 15 rooms is located on the same property. These facilities are maintained by the Faculty-Student Association of SUNY Fredonia.

Park standards address spatial requirements based on the population of a community. Parks and open spaces are generally separated into various categories by the specific population radius they serve and the recommended acreage of the park. Not all parkland should be available in one category to ensure the various needs of residents are being met. For this Comprehensive Plan, five categories of parks and open space have been defined: neighborhood, community, regional park and regional park preserve.

This analysis is a brief analysis of the general park and recreation needs of the Chadwick Bay Region communities. A detailed analysis has not been completed based on the location and service area of the parks to determine if they are adequately located. By completing an overview of the standards for parks and recreation facilities, general recommendations can be made on the types of facilities that should be offered in the region. This analysis should be viewed as a guide to a future comprehensive Recreation Master Plan.

### *Close to Home Recreation Space*

According to the National Recreation and Park Association, a total of 6.25 to 10.5 acres of parkland are required for every 1000 people in a community. To meet the needs of the 1995 the Chadwick Bay Region population, approximately 250.0 to 400.0 acres of "close to home" parkland should be available to residents; this would include neighborhood and community parks.

#### Neighborhood Parks

Neighborhood parks are usually intensely used and easily accessible by walking or biking to the facility. Although this classification sometimes considers school lands, this analysis does not include the schools in the study area. Neighborhood parks include field games, court games, crafts, playgrounds, skating, picnicking, swimming, etc.. The service radius ranges from 1/4 mile to 1/2 mile including a population up to 5,000. Approximately 1.0 to 2.0 acres per 1000 people are required for a community.

In the City of Dunkirk, neighborhood parks include New York Avenue Park, Martin Luther King Park, Veterans Park, Washington Park and YM Field. The total acreage for these five parks is approximately 22 acres. Based only on the population of the City, Dunkirk should offer 14.0 to 28.0 acres of neighborhood parks in a minimum of three parks; the City appears to exceed the number and acreage requirements for neighborhood parks.

In the Village of Fredonia, there are several facilities in the Village that could be classified as neighborhood parks: Lambert Avenue Playground, Gardner Street Playground, Elm Street Playground, Barker Street Playground, Barker Commons and Houghton Park. The total acreage of the facilities is approximately 14.0 acres. Based on the population of the Village of Fredonia, approximately 10.0 to 20.0 acres of neighborhood parks should be available in a minimum of two parks. The Village appears to fall within the standards for number and acreage requirements for neighborhood parks.

Laona playground in the Town of Pomfret would be classified as a neighborhood park for Town residents that reside in the hamlet. The playground is approximately 2 acres. Based on the Pomfret population, approximately 3.0 to 6.0 acres of neighborhood parks should be available to residents. There appears to be a deficiency in neighborhood parks in the Town of Pomfret.

None of the remaining three towns in the study area have neighborhood parks. Residents in the four communities would be required to use other parks within their community to meet their "neighborhood park" needs or they would have to travel to the City or Village. Because of the rural character of these communities, neighborhood parks are probably not considered a necessity in the communities if other recreation opportunities are available.

### Community Parks

Community parks offer a variety of features that could include water bodies, athletic complexes, swimming pools, hiking, walking, picnicking, viewing, etc.. These parks should serve a 1.0 to 2.0 mile radius and include 25+ acres. Approximately 5.0 to 8.0 acres per 1000 population should be available in community parks.

The City of Dunkirk has several parks that would be considered community parks: Point Gratiot, Wright Park, Memorial Park. The acreage of these parks is approximately 130.0 acres. Based on population and the acreage standard for community parks, the City of Dunkirk should offer 70.0 to 110.0 acres of community parks. The City appears to exceed this standard for its residents. Town of Dunkirk residents are likely using these parks as their community parks; there appears to be adequate acreage to meet these needs.

The Village of Fredonia offers one park that would be considered a community park; Russell Joy Park is owned and operated in conjunction with the Town of Pomfret. At 25.0 acres, Russell Joy as the only community park may not meet the needs of both the Village and Town. Based on the population of the Village and Town, approximately three facilities that total 70.0 to 110.0 acres of community parks should be available. Additional community parks should be considered for both the Town and Village.

In the Town of Portland, the typical standard for community parks shows that one facility of approximately 20.0 to 32.0 acres should be designated in this category. The Portland Community Park does not seem adequate to meet the acreage needs of all Portland residents. Additional community park space should be considered for the Town.

Sheridan Memorial Field would be considered a community park for residents in the Town. Based on the population in Sheridan, a typical standard for community parks would be one park approximately 25.0 to 40.0 acres. Sheridan Memorial Field is 10.0 acres and does not appear to meet the acreage requirements. Additional space should be considered for Sheridan residents.

### *Regional Space*

Regional recreation facilities are large scale facilities that service a wide range of resident and visitor interests. Regional spaces should range between 15.0 to 20.0 acres per 1000 residents; this would equal approximately 570.0 to 750.0 acres for the Chadwick Bay Region Communities. This category would include regional park and regional park preserve.

### Regional Park

Regional parks are areas of natural or ornamental quality for outdoor recreation such as picnicking, boating, fishing, swimming, camping and trail use. They serve many communities within a one hour driving radius. The desirable size of a regional park would be approximately 200 acres. The typical standard for regional parks would be 5.0 to 10.0 acres per 1000 people. In the Chadwick Bay Region, approximately 200 to 400 acres of regional park space should be available to meet the needs of the current residents.

In the City of Dunkirk, the waterfront parks could be considered as part of the regional park supply. These three parks are unique and draw people from throughout Western New York and beyond. The County Fairgrounds would also be considered part of the regional park supply that is located in the City of Dunkirk. In the Town of Portland, Lake Erie State Park would be categorized as a regional park. In the Town of Sheridan, Sheridan Bay would be considered a regional park. The acreages of these facilities is approximately 400 acres. These facilities are within one hour driving time of all communities and would appear to meet the needs of the Chadwick Bay Region residents.

### Regional Park Preserve

Areas that offer nature orientated outdoor recreation such as viewing, studying nature, nature conservation areas, swimming, picnicking, hiking, camping, etc. are classified as regional park preserve. The standard acreage recommended varies, but should be within one hour driving time. In the Chadwick Bay Region communities, Thayer Road Overlook in the Town of Portland and the Canadaway Nature Preserve would be categorized as regional park preserve.

### *Special Uses*

There are a variety of other recreational spaces that a community can offer. The standard for these spaces vary depending on the community and the special interests of its residents. The categories for special parks include linear parks, special use and conservancy. There are no specific acreages required for these facilities. Linear parks in the study area would include the rails to trails in the Town of Portland. Special uses in the Chadwick Bay Region study area include: the SUNY Fredonia ski area in the Town of Portland, Shore Wood Golf Course in the Town of Dunkirk, the four marinas in the City of Dunkirk, the boat launches found within the study area and snowmobile trails. Conservation areas could include the Canadaway Nature Preserve in the Town of Dunkirk.

## **3 Recreation Standards**

A brief analysis of some recreation standards illustrates the potential need for additional recreation facilities in the Chadwick Bay Region communities. The communities were considered as a whole when reviewing the standards for the various recreation facilities. Facilities at SUNY Fredonia, except for the hockey arena, and the schools have not been included in this analysis in determining the number of facilities that are available for use in the region.

Overall, the region appears to meet many of the recreational needs of residents. Some of the recreational facilities that are considered in this section include ice hockey, outdoor skating, basketball (indoor and outdoor), tennis, volleyball (indoor and outdoor), baseball, softball, little league fields, football, soccer, driving range, golf courses, swimming pools and trails. The standards from the NRPA were used as a guide to determine the possible deficiencies in these facilities for the region as a whole. Facilities for each community was not individually reviewed to determine their specific needs. This information should not be considered a comprehensive Recreation Master Plan, but rather be used as a guide for all of the Chadwick Bay Region as new recreational facilities are developed.

The following chart summarizes the NRPA standards for various recreational facilities that are available in most communities. Based on the standards and the Chadwick Bay Region population, a recommended number of facilities are then determined. The Regional totals show the existing number of facilities for the entire study area. Finally, the excess or deficiencies in each type of facility (for the region) is determined.

### Recreational Facilities and Standards The Chadwick Bay Region

ACTIVITY	NRPA Standard Per Population	Recommended Regional Facilities	Regional Totals	Excess or Deficiencies
Ice Hockey	1/100000	1	1 (SUNY Fredonia)	0
Outdoor Skating	N/A	N/A	3	3
Basketball	1/5000	8	14	6
Tennis	1/2000	20	3	-17 (excludes SUNY Fredonia)
Volleyball	1/2000	20	2	-18
Baseball	1/5000	8	4	-4
Softball	1/20000	2	8	6
Little League	1/5000	8	6	-2
Football	1/20000	2	2	0
Soccer	1/10000	4	4	0
Driving Range	1/50000	1	0	-1
Golf (18 holes)	1/50000	1	2	1
Trails	1 system/region	1	0	-1
Swimming Pool	1 per 20000	2	1	-1

Source: National Recreation and Parks Association

The chart illustrates that many of the recreational needs of residents are being met. SUNY Fredonia Arena provides locations for indoor ice hockey, for leagues and for figure skating throughout the year. Additional programming could be considered by the communities to better utilize the SUNY facility and increase its community role. The recreational facilities that are deficient in the area include tennis courts, volleyball courts (indoor and outdoor), baseball diamonds, little league fields, a driving range, swimming pool and a regional trail system. But the communities meet or exceed many of the guidelines for regional residents in outdoor skating, basketball, football fields, soccer fields, softball diamonds and golf courses.

## **.8 Public Input**

Public input is an essential component of any comprehensive plan. By ensuring the community has a say in the development of a plan, the overall acceptance and implementation of the plan is improved. The Chadwick Bay Region communities recognized the importance of providing several opportunities for the public to have a say in the development and implementation of the Comprehensive Plan. In addition to numerous personal and telephone interviews (See Appendix 1 - List of Interviews), a random survey, several round table discussions and open houses/public presentations were held to gauge the issues that should be addressed in the plan. The following section outlines the results of the survey, round table discussions and open houses/public presentations.

### **.1 Survey**

To determine the attitude of residents that live in the Chadwick Bay Region study area, a survey was developed and randomly distributed (See Appendix 2 - Random Survey). The survey focused on a series of questions that were designed to target specific issues in the Chadwick Bay Region. These questions were separated into the following categories: Community Identity, Community Services, Environment, Land Use Regulations, Transportation, Recreational Activities, Housing, Growth and Development.

Random distribution of the survey was essential to ensure a representative sample of households answered the survey. In total, 601 surveys were distributed among the communities; this would allow for a 95% confidence interval +/- 4%. The number of surveys distributed in each community was determined by the percentage of population in that community when compared to the overall study area. For example, the City of Dunkirk contains 38% of the study area population and, thus, residents received 38% (227) of the surveys.

The response rate of 43% was obtained for the Chadwick Bay Region random survey. Response rates in the individual communities included: City of Dunkirk (40%), Village of Fredonia (44%), Town of Dunkirk (29%), Town of Pomfret (51%), Town of Portland (45%) and Town of Sheridan (50%). This is an exceptional rate; for the survey to be statistically significant, a response rate of 15% - 20% is required. The survey should represent the beliefs and ideas of the Chadwick Bay Region in general.

The following is a brief analysis of the survey results. This analysis includes a regional and individual community evaluation of the survey results.



## *Community Identity*

Several questions were designed to gauge how people felt about living in the Chadwick Bay Region and their individual community. 79% of the respondents believed that the rural character of the Chadwick Bay Region should be retained; this included 34% that strongly agreed with this statement. An even larger percentage (93%) believed that Lake Erie is one of the regions greatest assets. But 82% of the survey respondents believed that there was a need to build more community pride in their individual community. To the question "In my community, there is a need to build community pride", the individual community results included:

MUNICIPALITY	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
City of Dunkirk	63%	30%	2%	2%	3%
Village of Fredonia	36%	42%	10%	11%	1%
Town of Dunkirk	43%	14%	29%	14%	0%
Town of Pomfret	29%	35%	23%	10%	3%
Town of Portland	43%	40%	11%	0%	6%
Town of Sheridan	43%	48%	0%	10%	0%

Source: peter j. smith & company, inc.

These results show that, clearly, the Chadwick Bay Region residents believe the image and perception that people have of their individual community and the way "outsiders" view their community needs to be improved.

## *Community Services*

The satisfaction with the delivery of municipal services helps to determine areas that should be targeted for improvements as the plan is implemented. Questions in this portion of the survey asked residents about their satisfaction with fire, police, schools, etc... The first question asked residents if they would like to see a consolidation of services in the Chadwick Bay Region; 32% strongly agreed with this statement and 31% agreed. Over 78% of respondents felt safe with the level and type of police protection in the region. Fire protection and ambulance services were viewed as adequate by 92% of the survey respondents. Libraries in the Chadwick Bay Region meet the needs of 79% of the respondents to the survey. Each of the individual municipalities mirrored the overall survey results on these issues.

Over 84% of the respondents believed that accountability of the school boards to the taxpayers should be increased while 60% believed their school district was high quality. The percentage of respondents from the various school districts included: Fredonia (44%), Dunkirk (32%), Brocton (10%), Cassadaga (6%), Westfield (5%) and Mayville (4%). Other school districts represented include Forestville and Silvercreek. The satisfaction with the school districts in the individual communities include: City of Dunkirk (10% strongly agree and 41% agree), Village of Fredonia (26% strongly agree and 62% agree), Town of Dunkirk (14% strongly agree and 57% agree), Town of Pomfret (30% strongly agree and 40% agree), Town of Portland (3% strongly agree and 44% agree) and Town of Sheridan (15% strongly agree and 70% agree).

## ***Environment***

The natural environment offers an attraction to the Chadwick Bay Region and the natural features are an important asset according to 89% of the survey respondents. Environmental protection should be a priority in the region; 42% of the respondents strongly agreed with this statement and 43% agreed. The opportunity to center recreational opportunities on the natural environment was viewed as positive by 81% of the survey respondents.

## ***Land Use Regulations***

Unightly signs are not viewed as a major problems in the Chadwick Bay Region; an equal percentage of respondents (29%) both agree and disagree with the statement that unsightly signs are a problem in the Chadwick Bay Region. Restrictions on development are also not seen as a problem; half of the respondents had no opinion when asked if there were too many restrictions on their land for development. Almost half of the respondents believed that protection of agriculture land should be a priority; 18% believed this should not be a priority. In the rural communities (Town of Dunkirk - 43%, Town of Pomfret - 26%, Town of Portland - 31%, and Town of Sheridan - 10%), the percentage who strongly agreed that protection of agriculture land should be protected was higher than the urban communities.

## ***Transportation***

Transportation issues that were addressed in the survey include vehicular circulation, pedestrian circulation and the Airport. When asked if commuters from Jamestown and Buffalo should be attracted to the region, 70% agreed. Public bus routes are needed according to 48% of the respondents while 16% believed no bus routes were needed. Bicycle and pedestrian paths should be developed according to 63% of the survey respondents while only 18% believed that no new paths should be developed.

The Airport accessibility should be improved according to 51% of the survey respondents; 21% believed no new access was necessary. The individual communities that most strongly supported improved Airport access include: City of Dunkirk (62%), Town of Dunkirk (71%) and Sheridan (49%); this was expected because these three communities are most directly impacted by the Chautauqua County Airport at Dunkirk.

The development of new roads is not viewed as a priority by 37% of the survey respondents; 41% believed that new roads were needed to improve circulation patterns. Congestion on Routes 60 and 20 was identified as a problem by 61% of the respondents. Overall, road maintenance was viewed as good by 56% of the respondents. Well maintained roads were identified by: City of Dunkirk (45%), Village of Fredonia (59%), Town of Dunkirk (57%), Town of Pomfret (65%), Town of Portland (71%) and Town of Sheridan (62%).

## ***Recreational Activities***

The supply of recreational activities in the Chadwick Bay Region was questioned to determine the adequacies and inadequacies viewed by the residents. Lake Erie and stream access should be improved according to 65% of the survey respondents. Expanding recreational activities to attract more tourists was agreed to by 81% of the survey respondents; 29% strongly agreed with this statement.

Senior recreational activities should be expanded according to 52% of the respondents. Youth recreation programs should be expanded according to 30% of the respondents while 45% believed they are adequate. Additional private recreational activities were needed according to 41% of the respondents; 30% believe there are enough private recreational activities in the Chadwick Bay Region.

When asked if additional recreational facilities were needed in their individual communities, 21% believed no new facilities were needed while 56% believed new facilities were needed. The individual community results to the question, "In my community, no additional recreation facilities are needed", included:

MUNICIPALITY	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
City of Dunkirk	4%	15%	23%	33%	25%
Village of Fredonia	6%	15%	19%	46%	14%
Town of Dunkirk	14%	14%	0%	43%	29%
Town of Pomfret	3%	29%	19%	45%	3%
Town of Portland	0%	12%	36%	42%	9%
Town of Sheridan	0%	20%	35%	25%	20%

Source: peter j. smith & company, inc.

According to these results, each of the community's residents believe that additional recreational facilities are not a priority when compared to the other needs of the communities.

## *Housing*

Housing needs were gauged to determine areas where municipalities have deficiencies. The development of "vacation homes" should be pursued according to 40% of the survey respondents; approximately 20% of the respondents do not believe they should be pursued.

The availability of single family housing is adequate according to 52% of the survey respondents; approximately 20% believe single family housing is not readily available. 39% believe that there is no need for additional apartments in the Chadwick Bay Region while 35% believe more apartments are needed.

Subsidized senior housing should be a priority according to 42% of the survey respondents; 25% of the respondents believe it should not be a priority. According to 48% of the respondents, there is no shortage of low income housing in the Chadwick Bay Region while 27% believe there is a shortage. Separated by the individual communities, the following percentage disagree with the statement that there is a shortage of low income housing in the Chadwick Bay Region: City of Dunkirk (56%), Village of Fredonia (44%), Town of Dunkirk (86%), Town of Pomfret (26%), Town of Portland (48%) and Town of Sheridan (58%).

Housing standards are adequately met in the region according to 42% of the survey respondents; 33% believe they are not adequately met. For the individual communities, the housing standards are adequately met according to the following percentages: City of Dunkirk (34%), Village of Fredonia (39%), Town of Dunkirk (57%), Town of Pomfret (32%), Town of Portland (40%) and Town of Sheridan (72%).

## ***Growth and Development***

Agricultural lands need to be revitalized according to 63% of the survey respondents. When asked if the Chadwick Bay Region should be encouraging "steady population growth", 78% of respondents agreed.

In assessing the need for incentives for business development, 91% of the survey respondents believed they should be offered; 86% believed that the Chadwick Bay Region should be offering incentives to attract high-technology industries. More should be done to enhance and promote the Chadwick Bay Region to young professionals according to 87% of residents that responded to the survey.

Two questions were asked about the development along Routes 60 and 20. The development of additional strip development should be discouraged according to 41% of survey respondents, but 43% believed that strip development should not be discouraged. On the same issue, 55% of respondents are pleased with the retail development along Route 60 while only 26% are not pleased. 57% of the respondents do not believe that development in the Chadwick Bay Region should be restricted to the Village and City. 69% of survey respondents had no opinion on the level of development that they would like to see in the Chadwick Bay Region; 28% would like to see slow growth.

## ***Personal Information***

To get an overview of the survey respondents, personal information was asked of each participant. The following summarizes the cross section of survey respondents.

90% of survey respondents did not have a business in their home. 84% were homeowners while the remaining 16% rented; this included mobile home site rentals. 36% of the respondents were retired while the remaining 64% continued to work. Over 86% of the survey respondents have lived in the Chadwick Bay Region for over 16 years. The age breakdown of respondents include:

	20-29	30-39	40-49	50-59	60-69	70+
Percentage	4%	13%	22%	22%	16%	22%

Source: US Bureau of the Census

## **.2 Round Table Discussions**

A series of nine focus group round table discussions were held in completing the comprehensive plan (See Appendix 3 - List of Round Table Discussions). The interest groups that were included in round table discussions include: Agriculture and Economic Development Committee of the County Legislature, Agriculture, Business Development, Economic Development, Education, Municipal Land Use Officials, Non-Profit Organizations, School Boards, Tourism. Each of the round table discussions are summarized in Appendix 3 - List of Round Table Discussions. The most important issues that were raised during the discussions are included in the summary.

### **.3 Open House/Public Presentations**

To ensure the public had ample opportunity to be involved in the preparation of the Comprehensive Plan, open houses/input sessions were held through April. An open house/input session was held in each of the communities at the respective municipal halls. The open houses/input sessions included an informal question period in which the consultants talked with individual residents about their concerns. Following the open house, a presentation on the planning process was made informing the public of the process and progress of the plan. An input session that focused on the specific issues of each community was then held; this discussion allowed residents to have input in the areas that should be addressed in the plan. As appropriate, this input has been incorporated into the Comprehensive Plan.

Following a review of the draft plan by the Steering Committee, final presentations were made that showed the findings of the plan. The presentations were made at the Fredonia Opera House and included a slide presentation and question/answer session.

### **.9 Conclusion**

The Chadwick Bay Region has an exciting opportunity to become one of the first regions in New York State to consolidate some services and facilities to improve the quality of life for residents. The protection and enhancement of each community's special identity is important as this process takes place. Each community has a special role in the future of the Chadwick Bay Region, but the political boundaries should not dictate the vision. By recognizing that programs, services and facilities can be offered by the communities in a cooperative fashion, the people of the Chadwick Bay Region could prosper.

## 3.0 The Land

The Land Chapter explores the physical characteristics of the land in the Chadwick Bay Region. This chapter includes the following sections:

- .1 Introduction
- .2 Goals, Policies and Actions
- .3 Circulation
- .4 Land Use
- .5 Environment
- .6 Local Laws, Codes and Ordinance
- .7 Conclusion

### .1 Introduction

This chapter explores the "land" characteristics of the communities that comprise the Chadwick Bay Region: City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret, Town of Portland and Town of Sheridan. Land characteristics include the environment (air, water, land), transportation and the "built" environment (housing, industries, commercial development).

The chapter begins by exploring the general character of each community and the region. A review of the circulation system made for the region and communities is included because of its impacts on how the land is developed in the region.

A detailed analysis of land use and trends is completed to illustrate how development has occurred; this includes an examination of future land use patterns that should be targeted for the region. Environmental resources are explored to show existing opportunities and constraints in the region. A review of local laws and ordinances was made to show how each community believes it should grow and expand. Future land use and policy recommendations are also included for the "land" in the Chadwick Bay Region.

### *Land Characteristics*

Land characteristics of the Chadwick Bay Region include:

#### Circulation

- There does not appear to be a need for a new Thruway Interchange. Better access management along Route 60 could help reduce congestion and improve the character of the area.
- There is the potential to designate NYS Route 5 as a "parkway" drive throughout the communities. The parkway concept does not refer to the State's official parkway road designation, which signifies a divided highway with no commercial traffic. By developing a tree or landscape median and including a series of stops along the route, Route 5 can become a major tourist attraction.
- The industrial access road remains a priority in the Chadwick Bay Region. By improving access to the Chadwick Bay Industrial Park, the area could realize significant economic benefits.
- Overall, the condition of roads in the Chadwick Bay Region are satisfactory.

- With the exception of the current Rails-to-Trails effort in the Town of Portland, there are no formal pedestrian and bicycle trails in the Chadwick Bay Region.
- The Chautauqua County Airport at Dunkirk could accommodate additional small passenger and freight service.

#### Land Use

- Residential growth has increased in the rural communities; much of this growth is from the City of Dunkirk.
- The three commercial cores (Fredonia CBD, Dunkirk CBD and Route 60/Vineyard Drive) are developing in ways that complement, rather than compete with, each other.
- Agricultural land and the rural character are viewed as important assets that should be protected.
- The Chadwick Bay Industrial Park is the primary area to be targeted for development of new industries in the communities.

#### Environment

- The most significant farming soils are located within a mile of either side of Route 20; this is due to the microclimate in this area.
- Gas production appears to be very active in the Chadwick Bay Region. There are over 375 wells that produce between 5,000-200,000 thousand cubic feet of gas. According to the NYS Department of Environmental Conservation, every gas well has a specified "life"; there are no current mechanisms to estimate how long these wells will be in production.
- The Chadwick Bay Region landscape consists of the Erie Lake Plain, escarpment and Allegany Plateau.
- Class A streams and lakes are located in the Town of Pomfret.
- Old growth forests are located in the Town of Pomfret.

#### Local Laws, Codes and Ordinances

- Each of the communities have adopted their own land use regulations; none are coordinated or formatted to be consistent.
- Several of the land use regulations are old and outdated.

## **.2 Goals, Policies and Actions**

An evaluation of the land characteristics of the communities leads to goals, policies and actions that should be implemented in the future. This will help ensure the orderly physical growth of the communities that complements the economic and social growth they can experience. The goals for The Land have been separated into the following sections: circulation, land use, environment and local laws, codes and ordinances.

## **Circulation**

The success of future economic development relies on appropriate locations and an efficient, effective transportation network. Recognizing the need to improve and enhance the circulation patterns will help the region become more competitive as they attract new industries and residents. The Chadwick Bay Region should capitalize on its proximity to the Canadian market and its relationship to the Buffalo-Fort Erie Gateway. Circulation goals include:

**GOAL 1 - To recognize the importance of improving circulation throughout the region**

**Policy 1.1 - To promote highway access management along Route 60/Route 20/Vineyard Drive/Main Street**

**Policy 1.2 - To create a "parkway" drive along the entire Route 5 corridor**

**Action 1.2.1 - Route 5 should be converted to parkway drive that includes a new road cross section (treed or landscaped median, walkway), interpretive nodes, sculptural features and focal points at river "crossings". Some commercial nodes could be developed for visitor related goods and services (winery outlet, restaurant, etc.)**

**Policy 1.3 - To improve access to the Chadwick Bay Industrial Park**

**Action 1.3.1 - The Chadwick Bay Region communities should continue to seek grant money from US Department of Housing and Urban Development, Appalachian Regional Council, County Highway Department, County IDA to construct the new road. The development of this road would help attract new industries that would otherwise not consider this as a potential development site.**

**Policy 1.4 - To increase efficiency of transportation by integrating modes of transportation and coordinating with larger regional jurisdictions (pedestrian, bicycle, auto, rail, air and public)**

**Action 1.4.1 - Impacts of the railway station should be assessed to determine potential development that could surround the facility. For example, transit orientated development, such as high density residential, day care and other commuter based facilities, could be spurred with the re-development of the station.**

**Policy 1.5 - To develop a scenic drive along Route 20**

**Action 1.5.1 - Route 20 should be viewed as an agricultural parkway with enhanced visitor and local service nodes; the road should remain two lanes. The large number of antique shops and vineyards could be profiled along the drive. Improvements to access and parking would be required in the activity nodes to invite visitors to stop. In addition, interpretive signage on the region's history could be included along the drive.**



**Policy 1.6 - To improve circulation among the three "downtown" districts**

**Action 1.6.1 - Circulation patterns among Dunkirk, Fredonia and the new regional center should be more clearly defined. Main Street from the City should be improved and linked to the new regional center downtown. The regional center downtown should be linked via Route 20 to the Village Common. This should, in turn, be better linked with the City along Central Avenue. Landscaping and other improvements should be made to these corridors to improve access and encourage people to visit each.**

**Policy 1.7 - To improve the overall aesthetic quality of the communities vehicular circulation system**

**Action 1.7.1 - The municipalities should encourage the planting of street trees and develop a long range program for street tree planting.**

**Action 1.7.2 - To construct and maintain sidewalks on both sides of all arterial and collector streets within the urban area. This could help facilitate and promote pedestrian access to many of the businesses and activities.**

**GOAL 2 - To improve pedestrian and bicycle circulation patterns in the Chadwick Bay Region**

**Policy 2.1 - To develop a regional and local trail system that defines pedestrian and bicycle corridors**

**Policy 2.2 - To improve pedestrian access and transportation**

**Policy 2.3 - To recognize that the circulation system serves as a recreation system and should be enhanced with special amenities for driving, sightseeing, bicycling and walking**

***Land Use***

**Commercial businesses provide jobs, serve the needs of the community and enhance the quality of life. New commercial development could be targeted to areas near the "new regional center" or central business districts of the City of Dunkirk and Village of Fredonia. Here, new development would complement existing development and have water and sewer infrastructure in place.**

Chautauqua County, like others in the state, has seen the loss of business and jobs over the past several years. The significant loss of 5,030 people between 1980 and 1990 was due to, in part, a major outflow of local industry. The retention and expansion of existing industries, as well as the creation of new industrial businesses, are needed to diversify the local economy, provide job opportunities and increase the local tax base. The region is in a unique position in that little strip development has occurred except in the Route 60/Route 20 area. Land use goals for the Chadwick Bay Region include:

**GOAL 1 - To diversify land uses and activities throughout the region**

**Policy 1.1 - To create a "place for everything and everything in its place"**

**Action 1.1.1 -** An urban growth boundary should be clearly defined for the region. This would encourage development on available land in the existing serviced areas.

**Action 1.1.2 -** Villages and hamlets should be the focus of additional development within designated boundaries defined in local comprehensive plans. The boundaries of these villages and hamlets should be located so as to minimize the impact on agricultural areas.

**Action 1.1.3 -** High density housing should be encouraged near the CBD's, especially the new regional center, which should provide users and activity for the district to take advantage of existing services, transportation networks, etc..

**Policy 1.2 - To provide adequate parking for amenities on the waterfront and in the downtown areas**

**Action 1.2.1 -** The City and Towns should review their local land use regulations to ensure that provisions for parking on the waterfront are made. Incentives should be offered to develop shared parking facilities to ensure minimal impact to the aesthetic quality of the waterfront.

**Policy 1.3 - To attract a mix of unique, water based businesses and restaurants that increase the activity along the entire waterfront while not harming the existing Coastal Fish and Wildlife Habitat at the Dunkirk Harbor**

**Action 1.3.1 -** Local wineries should be encouraged to develop an outlet in downtown Dunkirk to attract visitors and residents to the City's waterfront and promote their product.

**Action 1.3.2 -** Building development should not be allowed between the street and the Lake unless it is public open space such as an amphitheater, market square or water dependent use (eg. marina).

**Action 1.3.3 -** A long term re-development plan for the Niagara Mohawk power plant should be developed if production ceases at the facility. This plan could include a visitor facility, shopping (factory outlet) and condominium development with ship museum.

**GOAL 2 - To develop commercial cores in specified areas of the Chadwick Bay Region**

**Policy 2.1 - To develop a new "regional center" along Route 60/Vineyard Drive that should be the focus of the entire region**

**Action 2.1.1 - The circulation patterns in the new "regional center" could dictate and determine its viability in the future. A re-configuration of the area's vehicular traffic should create focal points and increase the efficiency of the road network.**

**Action 2.1.2 - Route 60 should be viewed as main street for the entire Chadwick Bay Region. The corridor should be developed with wide medians, treed boulevards and improved pedestrian circulation.**

**Action 2.1.3 - Efforts should be made to maintain or develop a major "community" square in the center of each of the three "downtowns" (Regional, City of Dunkirk, Village of Fredonia) to provide a focal point and gathering space that are actively programmed civic squares (festivals, events and gatherings).**

**Policy 2.2 - To encourage development of the Village and City central business districts as a location for unique shops and businesses that are consistent with the character**

**Action 2.2.1 - Height and bulk limitations on future buildings in the two existing downtown areas should be developed to ensure the current character is not negatively impacted. New development should not exceed the existing scale of buildings and streets.**

**Action 2.2.2 - The preservation and enhancement of the City's waterfront should be encouraged as an anchor for regional wide resident and visitor amenities. The City could develop a "tourism/culture" theme to promote its amenities and further potential economic development. The City's theme could aim to attract tourism or culture related uses throughout the City.**

**Action 2.2.3 - In the Village of Fredonia, there is an opportunity to enhance the historic and art related commercial core downtown; this could be accomplished through the development of an "Historic" and "University/Art" theme. Attracting private galleries to the Village should be fully explored to complement the historic nature and amenities of the Barker Common area.**

**GOAL 3 - To designate land for industrial development that diversifies the area's economic base**

**Policy 3.1 - To actively promote the Chadwick Bay Industrial Park as the prime industrial development potential for the region**

**Action 3.1.1 - Marketing of the Chadwick Bay Industrial Park should continue. Efforts by the Chautauqua County IDA and municipalities have sparked little interest recently, but joint marketing should continue.**

**Policy 3.2 - To encourage retention of old and development of new industries in the City, Village and Towns**

**Action 3.2.1 - The Village of Fredonia is fortunate to have one of the larger, more stable employers located within its municipal boundaries: The Red Wing Company, Inc.,. The Village should continue to communicate with the industry to make sure their needs are met. This could include efforts to extend Clinton Street or find an alternative route between Route 20 and Vineyard Drive; this would also help improve circulation for residents and visitors to the area.**

**Action 3.2.2 - Performance standards for industrial development should be included in local zoning regulations to minimize conflicts with non-industrial uses. Performance standards give quantitative criteria (for noise, emissions, glare, vibration etc.) by which communities can measure the adverse effects of industrial uses. All municipalities should develop a strong working relationship with the local industries to determine their needs and future plans.**

**Action 3.2.3 - The communities in the Chadwick Bay Region completed a feasibility study to determine the viability of developing a Regional Distribution Center. This center could result in positive economic impacts in the community by increasing the tax base and providing some jobs. Proposals are currently being sought from potential developers.**

***Environment***

**The natural environment of the Chadwick Bay Region is one of the greatest assets of the region. Protection of the ecosystem helps ensure that the communities continue to provide a safe, attractive place for existing and new residents to make their homes. By considering features such as wetlands, floodplains and steep slopes as development occurs, the quality of life in the region is protected and even enhanced. The following outlines the goals, policies and actions for the environment in the Chadwick Bay Region:**

**GOAL 1 - To protect the quality and integrity of natural ecosystems including areas of inherent biological sensitivity**

**Policy 1.1 - To preserve areas of special significance such as areas containing aquifer recharges, headwaters, unusual plants, fish and wildlife habitats, unique landforms, breeding or overwintering habitats, areas of vital ecological functions and rare or endangered species**

**Action 1.1.1 - A conservation program should be implemented to preserve plant and wildlife corridors in the Chadwick Bay Region, in accordance with the NYS Department of State's Division of Coastal Resources and Waterfront Revitalization.**

**Action 1.1.2 - Local municipalities should restrict the removal of topsoil from unique and prime agricultural lands.**

**Action 1.1.3 - The old growth forests should be protected and the communities should consider ways to enhance future hardwood forests.**

**Action 1.1.4 - Extensive development should be discouraged from the escarpment area; new proposals should be reviewed on an individual basis to determine the visual and environmental impacts on the escarpment and its character.**

**Action 1.1.5 - Wooded areas should be protected. Point Gratiot Park and Wright Park, both located on the waterfront in the City of Dunkirk, include wooded areas that should be maintained as park land. In addition, wooded areas along Canadaway Creek in the Village contribute to the character of the Village. Again, trees are located in the Village Parks and are scattered throughout the Village. These areas should be protected as future development occurs in the Village. The nature sanctuary along Canadaway Creek in the Town of Dunkirk, owned by the Nature Conservancy, is a wooded area that should be protected for both its environmental and recreational purposes. The Town of Pomfret is fortunate to have three old growth forests in Pomfret near Upper and Mud Lakes that should be protected.**

**Policy 1.2 - To ensure that development is not permitted in areas where site conditions or location may pose a danger to public safety, public health, or result in property damage, and to encourage a coordinated approach to the use of land and the management of water in areas subject to flooding**

**Action 1.2.1 - The Federal Emergency Management Agency (FEMA) maps floodplains for use by a municipality. Communities should discourage all development from floodways; floodways are the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment in order that the 100-year flood can be carried without substantial increases in flood heights. These floodplains are clearly defined for each community and all development should be discouraged in these areas.**

**Action 1.2.2 - Open space and recreation uses should be considered to enhance the riverfront in Fredonia while minimizing impacts to the floodplain.**

**Action 1.2.3 - Development of conservation easements along stream banks and Lake Erie should be considered.**

**Action 1.2.4 - Protection of Class A streams and lakes, such as the Fredonia Reservoir, Bear Lake and their tributaries, should be a priority to protect water supplies and fish/wildlife habitats.**

**Action 1.2.5 - Approval of all shore line protection measures should be completed in conjunction with the NYS Department of Environmental Conservation. Dumping of construction materials should not be allowed, and fines should be implemented. Shore line protection measures should employ bio-engineering techniques and be evaluated on their visual impact.**

**Action 1.2.6 - A storm water management study should be completed on Canadaway Creek to alleviate the threats of flooding through the Village.**

**Action 1.2.7 - The Village of Fredonia should consider protecting Canadaway Creek and its banks and linking with the Nature Preserve in the Town of Dunkirk. By minimizing development along the Creek and in the floodplain, flooding conditions downstream could be improved. The naturalized Creek banks would also provide a recreation opportunity for area residents.**

**Policy 1.3 - To encourage energy conservation, water conservation, and the reduction, re-use and recycling of waste**

**Action 1.3.1 - The Chadwick Bay communities should encourage the County to consider new methods for disposing of construction demolition waste and sludge composting. Currently, the County utilizes facilities in Pennsylvania and alternatives should be considered.**

**GOAL 2 - To preserve agricultural lands for agricultural uses, with special emphasis on the unique agricultural lands suitable for tender fruits and grapes and market gardening**

**Policy 2.1 - To recognize the potential of the agricultural land in the region because of its microclimate**

**Action 2.1.1 - The communities should recognize the uniqueness of the tender fruit and grape lands from a regional perspective and encourage further growth and expansion of this industry. This can be accomplished through land use regulations and tax incentives.**

**Action 2.1.2 - The approximately one mile wide strip on both sides of Route 20, especially those areas north of the corridor, should be protected for vineyards and as a scenic resource.**

**Policy 2.2 - To encourage the growth of a viable agricultural industry today and in the future**

**Action 2.2.1 - Development on agricultural land should be encouraged "in depth" rather than in strips along rural roads. Provision should be made to supply access from main roads to second tier lots behind existing development.**

**Action 2.2.2 - Limited non-farm development should be directed to hamlets, villages and to poorer agricultural lands identified as rural.**

**Action 2.2.3 - Intense development should be encouraged to remain within the designated urban growth boundary area.**

**Action 2.2.4 - A regional farmers' market, developed as a multi-use permanent facility that offers amenities such as entertainment and fast food, should be developed. Growers would be able to increase their market size and product variety through advertising at Clinton Bailey Market in Buffalo for suppliers and by encouraging local craftspeople and Amish community to market their goods and crafts at the facility.**

**Action 2.2.5 - Local farmers should explore the development of a local co-operative to extract and process grape juice. A local farmer-owned enterprise could explore value-added manufacturing that can be added to the existing grape industry.**

**Action 2.2.6 - Entrepreneurship and cottage industries should be encouraged in the production and sale of wine juice for home wine making. Services could include juice sales, pick and crush your own, fermenting and bottling to consumers in urban areas.**

**Action 2.2.7 - Municipalities should allow for the expansion of road side stands and a broader range of products including non-local produce and crafts. Design guidelines for such stands should be incorporated into local land use regulations to ensure they are properly constructed and do not become "eyesores".**

**Action 2.2.8 - Farmers should be encouraged to explore the potential for expansion of a tender fruit industry, wine industry or other market areas such as the organic market. Alternative market places should also be explored.**

**Policy 2.3 - To protect the rural and agricultural character of the region while allowing for residential development**

**Action 2.3.1 - Municipalities should allow limited subdivisions in exchange for a guarantee that farm lands remain intact; subdivisions should be phased over time. "Master plans" and phasing plans should be submitted for farms that wish to subdivide; this would ensure that the best farming lands are retained and that road frontage is not "eaten" up by subdivisions. Soils maps should be submitted to show the lands that are considered the best farming areas. Spraying setbacks would have to be considered depending on the type of farm operation.**

**Action 2.3.2 - Varied setbacks should be implemented for agricultural land subdivisions. Each farm development should be viewed as a "planned unit development"; some land owners may wish to submit plans as a joint effort. Lots should be set up as cul-de-sacs if the development were appropriate and "clustering" should be encouraged.**

**Action 2.3.3. - Municipalities should develop a ratio of the number of lots allowed to be subdivided from agricultural lands (eg. one lot for every twenty acres farmed); this would be addressed in zoning ordinances. Agricultural character can be retained while farmers are able to subdivide and sell portions of their land.**

**Action 2.3.4 - Sustainability should guide development plans; for example, access roads should be located along fence rows. Joint septic systems, in compliance with health regulations, should also be encouraged under the areas that are farmed.**

**Policy 2.4 - To maintain and enhance the natural amenities, the potential for tourism, and the rural aesthetic of the agricultural and rural areas**

**Policy 2.5 - To provide an efficient and orderly pattern of land uses in the agricultural and rural areas to minimize land use conflicts between agriculture and adjacent non-farm uses**

**Policy 2.5 - To allow non-agricultural part time uses including home occupations and uses which are held in close proximity and directly related to the farm operation to promote the establishment of value added or food processing facilities**

**Action 2.5.3 - Small, owner-operated, complementary, industrial development should be allowed at existing farming operation building sites to allow opportunity for second income. Remaining parcels of land must be large enough and contiguous to support a viable farm operation.**

## ***Local Laws, Codes and Ordinances***

Local laws, codes and ordinances help shape a community. These regulations are usually based on a larger vision for a community. Updating the land use regulations is essential to ensure they truly reflect the vision. Determining the adequacies of local laws, codes and ordinances is important to understand the need for updates and changes that could be implemented. The following outlines the goals, policies and actions that could be undertaken for the local laws, codes and ordinances in the Chadwick Bay Region:

### **GOAL 1 - To consolidate appropriate "land use" regulations and services**

**Policy 1.1 - To recognize the duplication of effort and inefficiencies that sometimes exist in the community's land use regulations**

**Action 1.1.1 - Each of the communities have its own set of land use regulations (zoning, comprehensive plans, site plan review, sign ordinance, etc.). While maintaining individual character is an important aspect of the region's future, there is an opportunity to develop regulations that are consistent and consider the region's overall goals. Procedures, land use regulation format and application forms should be consistent in each of the communities.**

**Action 1.1.2 - The communities should develop land use regulations that are based on the rationale and philosophy of the Comprehensive Plan. The ordinances should include land use and setback matrices that make it easier for officials and developers to interpret the zoning ordinance.**

**Action 1.1.3 - New land use regulations should consider the effects of "residential sprawl" (both commercial and residential) on the character of the Chadwick Bay Region and develop zoning regulations that minimize them. Development should be concentrated in population/commercial centers (many of which are already serviced with infrastructure) and protect undeveloped/natural portions of the region**

**Action 1.1.4 - As a whole, communities should develop setbacks, densities and lot sizes that specifically address how the region would like to direct growth in the future. The communities should develop regulations that minimize the time necessary by the Building Department to "answer complaints" so they are able to meet their job requirements. The option of offering incentives specifically targeting industrial or commercial development to create employment opportunities in the region should be fully explored.**

**Action 1.1.5 - Inter and intra Department communication and cooperation should be encouraged. This could include regular meetings of land use officials in the region to discuss development issues and impacts on the region.**

### **GOAL 2 - To continually update land use regulations in a consistent format**

**Policy 2.1 - To update land use regulations on a regular basis**

**Action 2.1.1 - The zoning ordinance in the Town of Dunkirk was adopted in 1977 and should be updated to meet current conditions and needs.**



**Action 2.1.2 - The Zoning Map in the Town of Portland does not show two zoning districts described in the Zoning Ordinance, Agricultural Residential (AG-R) and Lake Shore Commercial (LC); the map should be updated to show this additional information.**

**Policy 2.2 - To incorporate site plan review into the municipal regulations to ensure that each community has some "control" over future development**

**Action 2.2.1 - Site plan review should be incorporated into the Village of Fredonia zoning regulations. This authority could rest with the Planning Board and allow the Board to review all non-single-family residential developments; both new and changes in use. Site plan approval should also be required for conversion of large old homes to student housing; the potential for shared rear yard parking could be reviewed.**

**Action 2.2.2 - Site plan review should be included in the zoning ordinance and authority for site plan review should be given to the Town of Dunkirk Planning Board.**

**Action 2.2.3 - Site plan review should be added to the Town of Pomfret zoning ordinance and authority for review given to the Planning Board.**

**Action 2.2.4 - The Zoning Ordinance in the Town of Portland should include site plan review to allow the Planning Board greater input on development proposals.**

**Action 2.2.5 - Site plan review and planned unit development provisions should be incorporated into the local zoning regulations in the Town of Sheridan. This allows the Planning Board greater flexibility to provide for larger scale developments that may be proposed in the Town.**

**Action 2.2.6 - Each municipality should require the use of native plant materials in the submission of site plans.**

### **.3 Circulation**

#### **.1 Vehicular Transportation Network**

The NYS Department of Transportation is currently in the process of developing a long range plan for Chautauqua and other southern tier Counties. The State has recognized the need to develop a plan that considers the impact of future road development on the viability of the region. This plan outlines, in concept, the current inventory and potential improvements that should be considered in the future.

The recommendation that Route 5 be designated a "parkway" does not signify the official NYS DOT designation, which implies a divided highway with no commercial traffic. Rather, this plan suggests an overall design concept that includes uniform signage, landscaping and development nodes to create an aesthetically pleasing roadway. Any additional signage, curb cuts or service roads would require review and approval by NYS DOT.

The study area is served by a network of existing roadways ranging from an interstate highway through graveled township roads. The majority of the major thoroughfares are located in the northern half of our study area and are primarily east/west arterials.

## ***NYS Thruway***

The NYS Thruway runs through the Towns of Dunkirk, Pomfret, Portland, Sheridan and the Village of Fredonia. An interchange for the Thruway is located in the Town of Dunkirk at Route 60; additional interchanges are located at Silver Creek (East) and Westfield (West). The Thruway is a significant corridor in this region that links markets in the City of Buffalo (60 miles) with markets in the City of Cleveland (120 miles). 70% of survey respondents believed that the area should be marketed to people in Buffalo; these commuters would utilize the Thruway. This four lane limited access highway is under the jurisdiction of the NYS Thruway Authority; any improvements or alterations must be approved by the Authority.

There appears to be an interest in developing an additional Thruway interchange in Chautauqua County; proposed sites include the Town of Sheridan and the Village of Brocton. Based on several conversations with the NYS Thruway Authority and NYS Department of Transportation, there does not appear to be a need for an additional Thruway exit in the Chadwick Bay Region; this exit is not at capacity according to the NYS Thruway Authority. Also, by minimizing the number of exits in the area, the communities are better able to control land uses and the potential for other areas to "sprawl" with development. Route 60 should remain the focus for commercial development rather than encouraging unsightly development in other areas.

In the Chautauqua County region, Exit 59 - Dunkirk is the most heavily used exit with over 1.25 million cars/trucks entering and exiting the exit per year; this has increased by only 38,000 since 1993. Silver Creek sees approximately 0.20 million and Westfield sees approximately 0.60 million. Many of those exiting at Dunkirk are seeking the most direct route to Jamestown and Interstate 17. Better highway management practices along Route 60 is more important than the development of an additional intersection.

The cost to construct, operate and maintain the interchange could not be justified by the NYS Thruway Authority or NYS Department of Transportation. Operation of Exit 59 alone costs the Thruway Authority \$650,000 per year. The cost of development, operation and maintenance far exceeds the benefits perceived by the Thruway Authority and NYSDOT.

## ***State Highways***

### **NYS Route 5**

NYS Route 5, an east/west corridor, is a major waterfront corridor adjacent to Lake Erie and runs through the Town of Sheridan, the City of Dunkirk and the Towns of Dunkirk, Pomfret and Portland. Route 5 also leads to Buffalo and Cleveland. This corridor has great potential to become a parkway linking a variety of destinations and attractions. Central Avenue is the main linkage between the Route 5 corridor in the City of Dunkirk and the Village of Fredonia.

### NYS Route 60

Route 60, a major north/south arterial, through the Town of Pomfret leads to the City of Jamestown located approximately 20 miles south of the study area. Route 60 has experienced an increase in development at the intersection with Route 20; over 61% of survey respondents believe that congestion is a problem. Route 60, while four lanes in the northern portion of the Town, narrows to two lanes towards the City of Jamestown. This is often viewed as a constraint and barrier between the northern and southern portion of the County. Highway access management techniques, including, but not limited to, raised medians, access roads, minimized curb cuts, landscaping, should be considered along the entire length of Route 60. Because this is the major linkage between the north and south portion of the community, the protection of this corridor, both aesthetics and carrying capacity, should be protected. The NYS Department of Transportation will be making improvements to this corridor in the summer of 1996.

### NYS Route 20

Route 20, a major east/west corridor, traverses through the Town of Sheridan and Pomfret. This corridor links these communities, the Town of Portland and communities west, with the Village of Fredonia CBD. In the Towns of Pomfret and Sheridan, Route 39 is a major east/west corridor that links the study area with the City of Gowanda in Cattaraugus County.

### Improvements

The following are known scheduled improvements to major roads in the area:

NYS Thruway, Route 90 - pavement and bridge reconstruction between Fredonia and Buffalo

NYSDOT - widen to 5 lanes intersection of Routes 20 and 60; construction began in April 1996

NYSDOT - curbs and drainage improvements on route 5

Total reconstruction of Route 20 in the Village of Fredonia; construction began in April 1996

The following are general visual condition observations of the existing roadway system:

Majority of roads observed were in good condition

U.S. Route 20 and State Routes are in good condition, standard width and adequate for truck routes

County routes are typically in good condition, narrow two lane roads, adequate for low speed and volume truck traffic

Major city and village streets are in good condition, standard width and adequate for truck routes

Town roads are typically in good condition, narrow and not suited for truck traffic

## ***Industrial Access Road***

A tremendous amount of effort has been taken by the Chadwick Bay Region communities to develop an access road to the Chadwick Bay Industrial Park. The project has been sited in studies that date back as many as ten years; the survey shows that 51% of people believe access should be improved and 41% believed new roads were needed to improve access. The concept for the road originated with the County Highway Department.

In 1995, the Infrastructure Development Strategy sited the development of the industrial access road as a key component to promoting economic development in the region. There has been interest by manufacturers to locate in the Park, yet lack of access is always a detriment to the development. The Town of Sheridan and Town of Dunkirk, in realizing the necessity of developing the road, applied for grant money from the US Department of Housing and Urban Development to begin the engineering process to develop the road; additional grants and funding are also being sought. The entire Chadwick Bay Region has supported the efforts, in terms of letters of support, for the grants that are sought. Development of this road could also impact the development of a Regional Distribution Center in the area that would not only create jobs, but increase the tax base of the area.

## ***General Conditions***

General conditions of roadways and planned improvements for each specific community in the study area are outlined below.

### **City of Dunkirk**

The City of Dunkirk maintains 67 lane miles of roadway; approximately 5 miles of State roads and 5 miles of County roads are also included as part of the City's road inventory. All City roads are paved; very few roads are without curbs and the overall condition of the roads is "good". The City adheres to standard NYSDOT highway specifications; each potential project is reviewed on a case by case basis by the Engineering Department.

Planned improvements for 1996 included reconstructing Pine Street, Nevins Street and New York Avenue. The City has also completed significant drainage improvements and is in the process of completing a comprehensive program of reconstructing and paving parking lots. The State completed a complete reconstruction of Route 5 (three miles) in the fall of 1996. At the same time, the County reconstructed a portion of Middle Road.

A Central Business District Development Strategy recently prepared for the City assessed the development potential of the CBD including the current parking conditions. The report concluded that the Central Avenue and Lake Street corridors "have more than an adequate amount of parking which is generally well situated in relation to areas of demand" (p. 4-37). The report recommended that proposals for new development be analyzed on a case-by-case basis to ensure that parking remains adequate.

### **Village of Fredonia**

The Village Highway Department maintains 43 miles of paved roads; these roads are re-chipped and sealed on a continuous basis which is controlled by the amount of funding available to the Department during the fiscal year. The Department does not have official highway specifications but subdivision regulations recently completed for the Village contain standards for new street layouts.

Several State and County projects were completed in the Village of Fredonia in 1996. State Route 60 from the intersection of Route 20 and the Dunkirk City line was widened to 5 lanes. Route 20 is also scheduled to be widened; new curbs and turning lanes will be constructed.

#### Town of Dunkirk

The Town of Dunkirk is responsible for 6.7 miles of Town roads; these roads are re-chipped and sealed on a 4 year basis and repaved when the need occurs. The Town has recently updated their highway specifications. The most major change involves the minimum width of all Town roads which was raised from 3 rods to 4 rods.

#### Town of Pomfret

The Town of Pomfret Highway Department is responsible for the maintenance of approximately 56 miles of Town roads. Local roads are considered to be in "good" to "average" condition with a 4 year schedule of leveling, sealing and routine maintenance.

Current improvements include the widening of Webster Road between Fredonia-Stockton Road and Farel Road; culverts are also being replaced on this portion of road. This two year project began in the summer of 1995 and was initiated to increase the capacity of the road to handle additional volume.

#### Town of Portland

The Town of Portland has 60 miles of Town roads and 6.8 miles of County highway. 55 miles of road have been paved and the last five miles are currently in the process of being converted from gravel to paved. The conditions of Town roads are considered mainly "average", with approximately 30% of roads rating "good". While official highway specifications have not been written, the minimum standard width is 20 feet and all culverts must be designed for the 100 year flood.

Approximately 1 mile of road is repaved per year and 7 to 8 miles of road are re-chipped and sealed annually. The Highway Superintendent cited that more funding is necessary to provide proper maintenance of Town roads; currently the work is not being done at a rate that is needed to keep the roads in more than "average" shape.

#### Town of Sheridan

The Town of Sheridan maintains 42 miles of Town roads; these roads are maintained on a rotating basis at the rate of approximately 6 miles per year. The condition of roads in Sheridan are primarily "good" with approximately 20% of roads in "average" condition. Due to budget constraints, the Town cannot maintain the roads at the rate they wish.

## **.2 Air Service**

Air service to the Chadwick Bay Region is provided through the Greater Buffalo International Airport, Jamestown International Airport and Chautauqua County Airport at Dunkirk. The Greater Buffalo International Airport (GBIA) is considered a "medium hub" facility, and is located approximately 44 miles north/east of Dunkirk. This facility is currently undergoing a \$200 million rehabilitation, including a new passenger terminal that is scheduled to be complete in 1998.

Chautauqua County Airport at Dunkirk is located in the Town of Sheridan; the Airport has been owned by Chautauqua County since 1991 is classified a "Small Aviation" Airport. Corporate and privately owned aircraft can land at Dunkirk International, while all other commuter traffic must use Buffalo or Jamestown. The primary runway at Dunkirk International is 5,000' x 100'; this size runway is long enough for commuter, small passenger and small freight planes but not large enough for jumbo jet landings.

Chautauqua County Airport at Dunkirk currently rents airplanes and hangar space to individuals and small businesses. Both Dunkirk Aviation and Great Circle Aviation rent hangar space at the Airport and provide flying instruction at the facility.

Other facilities available at Chautauqua County Airport at Dunkirk include maintenance facilities, aircraft storage, air freight, air ambulance, air cargo handling, charter service, pilot training, aircraft rental and aerial surveying.

At the present time, a feasibility study is being completed for the expansion of commuter service at the Jamestown Airport; the existing passenger terminal was cited as the reason Jamestown has been selected for further evaluation. Two Federal Express freight planes currently use Jamestown International Airport and expansion in this area is also being considered. Chautauqua County Airport at Dunkirk has the potential to expand its freight service and represents a potential asset to the Chadwick Bay Industrial Park

### **.3 Harbor**

The Dunkirk Harbor is used primarily for sport fishing and recreational purposes; approximately 5,000 people use the Harbor for these purposes annually. There are 4 public boat launching slips that operate year round. The fee to launch from these slips is \$4.00 and is collected by a Harbor Master (or his assistants) employed on a part-time basis by the City.

Dunkirk Harbor remains relatively ice-free for fishing during the winter months. Anglers fishing from the pier or from boats in the harbor during this period can find generous quantities of rainbow, brown trout and coho salmon. Dunkirk Harbor has been designated by the State as a Significant Coastal Fish and Wildlife Habitat. It is one of the few places in Lake Erie that provides substantial protection from wave action for fish, wildlife and aquatic vegetation.

A coal transfer dock was recently constructed in the harbor area by the Niagara Mohawk Power Corporation for the purpose of unloading coal freighters. The dock was approved as a single-purpose facility by the U.S. Army Corps of Engineers and is not available for use by other ships.

### **.4 Railroad**

The City of Dunkirk, Town of Dunkirk and northern portions of the Towns of Pomfret, Portland and Sheridan are serviced by railroads operated by Conrail and the Norfolk and Western Railroads.

## **.5 Pedestrian**

There are many deficiencies in the pedestrian circulation system in the Chadwick Bay Region; over 60% of area residents believe that bicycle and pedestrian paths should be developed. One regional effort that has received a lot of attention recently is the Rails-to-Trails program in the Town of Portland. Chautauqua Rails-to-Trails, Inc. is dedicated to providing safe, convenient and attractive trails for walking, riding bicycles and horses, skiing and other forms of recreation. They are establishing trails on abandoned railroad rights of way. The goal is to eventually have a trail that runs from Lake Erie, through Pennsylvania and to Washington DC. Lake Erie State Park in the Town of Portland could be the northern most point of the trail system that would run through the Village of Brocton. Rails-to-trails owns almost the entire abandoned railroad right of way in the Town of Portland.

Pedestrian trails that service the Chadwick Bay Region include the East Overland Hiking Trail which originates in the Town of Arkwright off Burnham Road; this is proximate to the Town of Pomfret and residents in the Lily Dale area. The Chautauqua County Hiking Club conducts hikes every two to three weeks for anyone interested. Individual members plan and guide hikes throughout the County on the four trail systems: East Overland Hiking Trail, West Overland Hiking Trail, the Cassadaga Waterway and the Conewango Waterway. While these are not directly located in the Chadwick Bay Region, residents are able to enjoy them as a recreation facility.

## **.6 Public Transit**

Residents of the Chadwick Bay Region have access to several public bus lines that service the area. These include:

- Niagara Scenic Bus Lines - This line runs from Jamestown to Buffalo with regular daily trips. Buses follow Route 60 to Route 5, making a stop at SUNY Fredonia.
- City of Dunkirk bus service - This bus line offers a crosstown route and a special school route that operates on weekdays during the school year. The City is currently working with County agencies to devise ways to prevent the bus system from losing money.
- Fredonia Student Association - These buses are available for community as well as student use. Buses run throughout the Village of Fredonia, with one daily trip into the City of Dunkirk.
- Chautauqua Area Rural Transit System (CARTS) - This line serves the entire County, both on a demand-response basis and with scheduled runs.

## **.4 Land Use**

Land use represents a long-term commitment of a valuable resource. Most land changes from an undisturbed state (forest, brush, open space) to a developed one (residential, commercial, industrial). The Chadwick Bay Region has a large amount of land that is vacant, which presents a good opportunity to plan ahead for its use.

Planning within the Chadwick Bay Region must take into account the contrasts in land use that exist: urban vs. rural, strategically located areas where development is desired vs. areas that are unattractive to developers, land environmentally suited for development vs. land with physical constraints that make it best left untouched.

Land use planning in the County should respect these characteristics and anticipate uses that complement, rather than conflict with, one another.

Each of the communities in the Chadwick Bay Region has a unique character. When combined, the region offers a variety of opportunities for commercial, industrial, residential and recreational growth. The general land use characteristics of each community in the Chadwick Bay Region are outlined below:

### *City of Dunkirk*

The City of Dunkirk is the most urban of the communities included in the study area. The City is the center of much activity including residential development, commercial development, recreation opportunities and industrial development. The City has a population of approximately 13,000 and is the most populated of the communities.

The City contains four miles of one of the Region's most valuable resources -- its Lake Erie waterfront -- and offers the best opportunity to promote public access. The City's waterfront already includes a pier, marina, restaurants and hotel, and is the proposed site for additional recreational facilities. The Comprehensive Plan envisions more intensive commercial and residential development within the City limits.

Central Avenue is the main corridor that runs through the City; this road links the City's waterfront with the Village of Fredonia. Many businesses are located along Central Avenue; this includes City Hall, banks, restaurants, offices, specialty shops, etc.. The City's waterfront is one of the most vibrant activity areas of the study area. As part of the City's central business district (CBD), the waterfront includes a variety of activities including restaurants, a hotel, marina, residential and other waterfront related commercial.

There is a large hospital located in the City of Dunkirk: Brooks Memorial Hospital. Other large employers in the City include Dunkirk Ice Cream, Niagara Mohawk and Al-Tech Specialty Steel. The City's character is changing with the recent closure of several large manufacturing industries; tourism is being targeted as a way to revitalize the City. Recent downtown and waterfront development efforts are currently under way.

### *Village of Fredonia*

The Village is mostly a residential community, with single-family homes the predominant type of dwelling. Barker Common is located in the center of the Village with businesses surrounding this green space. Fredonia is an attractive, historic Village with a healthy central business district.

The presence of the SUNY at Fredonia campus adds to the diversity of the Village's land uses. Students comprise a significant portion of the population located along Central Avenue near the SUNY campus.



There is a considerable amount of vacant land in the Village, most of which is on the periphery of the Village. Agricultural land is also located on the periphery of the Village; most agricultural land in the Village is vineyard or orchards.

### *Town of Dunkirk*

The Town of Dunkirk is the smallest in land area and population of any of the towns in the study area. The Town is split into two sections, one on each side of the City, giving it two separate Lake Erie waterfront areas. Despite its proximity to the City of Dunkirk and Village of Fredonia, the Town has a large amount of vacant land found in both eastern and western sections. The Thruway interchange is located in the Town of Dunkirk. The Town of Dunkirk has the potential to become more of a destination for tourists.

### *Town of Pomfret*

The Town of Pomfret has the smallest Lake Erie waterfront of any municipality in the study area. Situated around the Village of Fredonia, the Town borders the Village to the east, south and west. Development areas extend from the Village and City of Dunkirk into the Town of Pomfret primarily along Route 60. The hamlet of Lily Dale at the Town's southern border provides unique opportunities for capturing a portion of the area's tourist trade. These two areas are also suitable for increased residential and commercial development. The Town of Pomfret has a good deal of agricultural land and the most prime farmland of any community in the study area. Nearly half of the Town, primarily the area south of Webster Road, is wooded. Because of these features, the Town is likely to become predominately a bedroom community for the City of Dunkirk and Village of Fredonia; however, the Town's proximity to these areas provide opportunities for a measure of commercial and industrial growth.

### *Town of Portland*

The western-most community in the study area, the Town of Portland is also closest to Chautauqua Lake. The Town has the longest stretch of Lake Erie waterfront of the municipalities studied. The Village of Brocton is located within the Town of Portland in its northeast corner. The overall character of the Town is agricultural. There is some spillover of residential uses from the Village of Brocton, and a few residential developments are found along the Lake Erie waterfront. The Town of Portland is likely to continue serving as a bedroom community for the City of Dunkirk/Village of Fredonia hub, as well as for the Village of Brocton. Portland has also become a desirable site for the construction of upscale second homes or vacation properties; many of these homes are built by people that live outside of Chautauqua County.

## ***Town of Sheridan***

The Town of Sheridan is mostly agricultural. Prime agricultural soils, located throughout the Town except for the southeastern and northwestern corners, are interspersed with several State-designated and federal wetlands. Of the communities in the study area, the Town of Sheridan has the least amount of land in commercial use. A few commercial parcels are scattered along Route 5 and Route 20; the Town has cited a desire to create a commercial core in Sheridan that provides the Town with some identity. There is also very little land in residential use. In addition, large areas of vacant land exist in the Town. The Dunkirk Municipal Airport is located just south of the Conrail tracks in the western part of the Town. Based on the inventory of land uses and environmental conditions, new development is most likely to occur between Route 20 and the Lake Erie shore.

### **.1 General Characteristics**

Each of the municipalities included in the Chadwick Bay Region Comprehensive Plan has its own unique land use pattern, although there are many shared features. The overall characteristic of the region is rural, yet the area is complemented by urbanized places as well:

The City of Dunkirk, together with the Village of Fredonia, comprises the population core of the Chadwick Bay Region. Traditional housing densities, services and industries are found in the City. The City's location and resources, including the Lake Erie waterfront, make it likely to play a greater role in the region.

The Village of Fredonia is a historical community with a healthy mix of residential, commercial and industrial land uses. The Village is home to the SUNY at Fredonia campus, which contributes to its vitality.

The Town of Dunkirk's location directly adjacent the City of Dunkirk and Village of Fredonia has given it more of a suburban quality than the other Towns. Despite its location, the Town has a large amount of vacant land found in both its eastern and western sections.

The Town of Pomfret, also largely agricultural, borders the Village of Fredonia and has seen some residential and commercial spillover from this urbanized area. This Town has the most wooded areas of any of the municipalities.

The Town of Portland surrounds the Village of Brocton and is the study area's western-most town. The Town is agricultural in character, but there has been some spillover in residential uses from the Village.

The Town of Sheridan has seen little residential and commercial development. The Town is mostly agricultural and has the largest amount of prime farmland of any of the municipalities.

### **.2 Existing Land Uses**

Much of the commercial and industrial development in the Chadwick Bay Region centers in the City of Dunkirk and extends from it. In many ways the City, along with the Village of Fredonia, is the hub of the region and should remain so. Dunkirk's extensive waterfront is a significant attraction and has the potential for playing a greater role in the growth of the City and the region.

This section analyzes the land use in the communities of the Chadwick Bay Region. Specifically, the section inventories the existing land uses in the study area, looking at the area as a whole since land patterns, transportation and environmental characteristics extend beyond municipal borders.

The following chart presents the percentages of land in the Chadwick Bay Region currently in the various types of land use.

### Land Use Percentages Chadwick Bay Region

Agriculture	33.75%
Wooded	32.60%
Open Space	19.79%
Residential	7.71%
Industrial	1.58%
Parks and Recreation	1.25%
Commercial	1.16%
Utility and Transportation	1.16%
Public and Semi-Public	1.00%

Source: peter j. smith & company, inc.

#### .1 Residential

Residential development in the study area consists of single-family, two-family and apartment dwelling units. Mobile homes are also found throughout the area, many of which are situated in mobile home parks.

The City of Dunkirk has residential densities traditionally associated with an urbanized area. Included in the residential mix are rental properties, many of which are located on Central Avenue, Lake Shore Drive and Fourth Avenue. In addition, there are nine multi-family dwellings owned by the City; five of these are found on Second Street. The only mobile home park in the City is located on Lincoln Avenue.

In the Village of Fredonia single-family residential development is the predominant type of dwelling, although there has been townhouse development between Newton Street and James Place in recent years. There has also been substantial multi-family development between Temple and Brigham Streets. Many large homes near the SUNY at Fredonia campus have become rental properties for students. In total, there are 125 rental properties in the Village more than three-fourths of which are five or less units. Nearly half the rental properties are found on Central Avenue, Temple Street, East and West Main Street and Eagle Street. In addition, there is one 14-unit mobile home park located on West Main Street in the Village.

Residential development extends from the City and Village along the Lake Erie shore into the Town of Dunkirk. Lang's Landing on Route 5 north of the Shorewood Golf Course is an exclusive waterfront development. There is also one mobile home park located on East Lake Road.

Residential development in the Town of Pomfret extends along the Lake Erie shore, along Route 20 and Route 60, and in the Lily Dale hamlet in the southern part of the Town. There are roughly 40+ rental properties with two- and three-family units scattered throughout the Town. Eight mobile home parks, most of which are located near Route 60 or Main Road, are located in Pomfret.

The Town of Portland has predominantly single-family residences, many of which are farm houses situated on agricultural property. Residential development is found along Route 20 and Route 5. There are few rental properties; two of these are on Lake Road and West Main Street and have less than four units each. In addition, there are nine mobile home parks in the Town, located on Webster Road, Woodcrest Avenue, East Main Road, Ellicott Road, Prospect Road, West Lake Road and Route 5.

Residential development in the Town of Sheridan is found mainly along Route 5 and Route 20, and scattered throughout the Town on agricultural properties. There are a few rental dwellings in the Town, all with less than four units. The only mobile home park is located on Route 20 between O'Brien and Walnut Streets.

## **.2 Commercial**

Commercial land uses in the study area include retail, office and service type businesses. Most commercial development is concentrated in the central business districts of the City of Dunkirk and Village of Fredonia. In addition to the public and municipal buildings, the CBD contains a mix of commercial uses such as offices, retail stores, shoppers goods stores, restaurants and service-type businesses. The Four Points Hotel (formerly the Sheraton) is located in the waterfront commercial area on Route 5.

In the Village of Fredonia, there are two areas of concentrated commercial use: the central business district (CBD) and Route 60. The CBD contains a mix of offices, retail and service businesses typically associated with a Village center. These businesses fit into the urbanized environment, tending to be smaller shops and restaurants serving the needs of Village residents, and including government buildings, churches and offices. Route 60, on the other hand, supplies the region with larger, "big box" types of retail and service businesses. These are predominantly chain-type stores and restaurants such as WalMart, Perkins and Pizza Hut. Additional businesses in this area include a bowling alley, and a Days Inn.

Commercial uses within the Town of Dunkirk consist of some hotel/motel sites, particularly in the area of Town west of the City. Also included are Regal Lumber, BFI and several trucking-related businesses. Along Vineyard Drive, there are several big box and chain stores including Comfort Inn, Bob Evans, Hills, TJ Maxx and K-Mart.

Areas within the Town of Pomfret devoted to commercial use are located primarily along Route 60. Other smaller commercial areas are located near Lily Dale in Pomfret, and along Routes 5 and 20 in the Towns of Sheridan, Pomfret and Portland.

## **.3 Parks and Open Space**

Parks and recreation lands are an important asset to any community. By providing park and recreation areas, the quality of life for residents is improved and the overall aesthetic character is enhanced.

In total, the City of Dunkirk has five municipal parks. There are two waterfront parks located in the City of Dunkirk (Wright Park and Point Gratiot Park) and an additional public beach. The City contains 5 municipal playgrounds that are currently not maintained. The Chautauqua County Fairgrounds is also located in the City along Central Avenue just north of the Thruway. There is one cemetery located in the City: Willowbrook Park Cemetery on Central Avenue.

The Village of Fredonia's Barker Commons is located in the Village center. Russell Joy Park is the Village's largest community park and is bounded by Spring, Howard and Seymour Streets. Other Village parks include Houghton Park and the area along Canadaway Creek. Village playgrounds include Lambert Avenue playground, Gardner Street playground and Elm Street playground. Barker playground is also located in the Village but is owned and maintained by the Town of Pomfret.

Shorewood Golf Course is located between Route 5 and the Lake Erie shore in the Town of Dunkirk. The Town also has a nature preserve on Route 5 north of Lang's Landing. Cemeteries located in the Town of Dunkirk include St. Hyacinth's Cemetery on East Lake Road, St. Hedwig's Cemetery on Route 60, St. Mary's Cemetery on Route 60 and Holy Trinity Cemetery on Franklin Avenue.

In the Town of Pomfret, there are several cemeteries that contribute to the open space of the community. These include Pioneer (East Main Street), Webster (Webster and Vine Road), Laona (Webster and Route 60), West Main Road, Bachelor Hill (Bachelor Hill Road), Kelly Hill (Kelly Hill Road), St. Anthony (Route 60) and Lily Dale (Dale Drive and Route 60).

In the Town of Portland, there are several parks that are used by area residents. The 232-acre Lake Erie State Park located along Route 5 in the Town of Portland is the only State park in the study area. Town parks include the Portland Community Park which includes an area for picnics and summer outdoor activities and Thayer Hill Overlook Park which includes an area for picnics, hiking and bird watching. The Brocton Central School is the center of recreational activities in the community; this includes high school sports and summer sports activities. Cemeteries in Portland include Portland Evergreen Cemetery at Cemetery and Webster Roads and Pecor St. Cemetery on Pecor Street.

The Town of Sheridan has two significant parks that are located within its municipal boundaries; these include Sheridan Bay Park and Sheridan Memorial Fields. Sheridan Bay Park is located on Route 5 between Newell and Waite Roads and includes a beach, small boat access and summer camping. Sheridan Memorial field is located on Center Road. Facilities include a pole barn building, pavilion, playground equipment and two ball fields. There are also five cemeteries in the Town that contribute to its open space character: Pioneer Cemetery on center Road, Sheridan Center Cemetery on Center Road, West Sheridan Cemetery on Route 20, St. Columban's Cemetery on Route 5 and St. Joseph's Cemetery on Roberts Road.

#### **.4 Agriculture**

Fruitlands are community landmarks that are unique to certain areas of New York State. Preservation of the rural character in the Chadwick Bay Region has been viewed as an important goal throughout the study process. However these lands are facing increasing pressure: primarily from residential developments of single lots. The character of the region, quality of life and potential tourism and wine industry could be affected if agricultural lands are not preserved.

The combination of soils and climate makes the Chadwick Bay Region a unique agricultural area that is unsurpassed in New York State. Agricultural lands are one of the most valuable, non-renewable resources in the Chadwick Bay Region; the communities recognize that these lands should be protected as future growth occurs. Agricultural lands offer inexpensive development opportunities and could be lost forever without a rational Comprehensive Plan and accompanying land use regulations.

A visual analysis determined whether land is actively farmed in the study area. With the exception of the City of Dunkirk, all municipalities in the study area contain agricultural lands; not all agricultural lands are included in designated agricultural districts. Other agricultural lands are devoted to orchards or dairy farming; most of these enterprises are located on the Escarpment or Allegheny Plain.

The region's prime agricultural belt is bounded by the Thruway on the north and the escarpment that traverses the study area on the south. Most agricultural land is found in the Towns of Pomfret, Portland and Sheridan.

According to the 1995 Chautauqua County General Plan, in the early 1970's there were 1,080 square miles of agricultural lands that should be protected in the entire County. The recent trends in agriculture include the intensive use of this land into inactive farms, brush or forest lands.

In the communities in the Chadwick Bay Region, there is considerable land that has been included in agricultural districts. According to information obtained from the Chautauqua County Office of Planning Services (January 1996), none of the land within the City of Dunkirk or Town of Dunkirk is in a designated agricultural district; there is minimal land in the Village that is within an agricultural district. The Town of Pomfret has approximately 59% (14,700 acres) of its land in designated agricultural districts; most of this land is in the Erie Lake Plain. Over 83% (18,300 acres) of the Town of Portland, located again on the Erie Lake Plain, is within an agricultural district. In the Town of Sheridan, approximately 76% (18,600 acres) of the land is in designated ag-districts. These lands, while somewhat protected, can be removed from the agriculture districts by paying tax savings they have received during the current designation.

There are approximately 870 acres of agricultural land in the Village of Fredonia (Comprehensive Plan Update - 1994). This is approximately 27% of the property within the Village and includes 390 acres of cropland, 420 acres of pasture and idle land and 60 acres of woodland.

In the Town of Pomfret, there are approximately 14,700 acres in designated agricultural districts. This includes 4 dairy farms, 4 cash crop farms (grain and vegetable), 3 orchards, 48 vineyards and 5 livestock farms (including one farm raising ostrich and emus). The Pomfret agricultural district is located in the grape belt area along Lake Area; this district includes those small parcels within the Village limit that are in designated agricultural districts. Most of the vineyards are small, intensive operations; there has been recent consolidation of many of the vineyards in the agricultural district.

The Town of Portland has designated over 85% of its land in agricultural districts; there is a total of 17,220 in the district. This includes 5 dairy farms, 6 cash crop farms (grain and vegetable), 2 orchards and 90 vineyards. The Town of Portland is almost exclusively farmed as vineyards because of the deep, well drained soils and the climate of the region; Lake Erie moderates the temperature which results in a longer growing season.

There are approximately 20,000 acres of land in the Town of Sheridan that are included in agricultural districts. This includes 3 dairy farms, 5 cash crop (vegetable), 68 vineyards, 1 livestock and 1 horticultural specialties. Most of the vineyards are small, intensive vineyards. Like the Town of Pomfret, there has been a recent trend of smaller farms consolidating with larger farms in the Town.

#### **.5 Public/Semi-Public**

Public and semi-public uses such as non-profit organizations, schools, public facilities, and religious/church buildings, are found throughout the study area.

Each of the communities operates an individual municipal hall. The City of Dunkirk City Hall is located on Central Avenue in the middle of the central business district. The Village of Fredonia and Town of Pomfret municipal buildings are located in the central business district surrounding Barker Common in the Village. The Town of Dunkirk Town Hall is located on Willow Road just off Route 5. The Town of Portland Town Hall is located in the Village of Brocton just off Route 20. The Town of Sheridan's municipal building is located on Center Road and Route 20.

Police stations are located in the Dunkirk City Hall on Central Avenue, on Church Street in the Village of Fredonia, in Town Hall on Willow Road in the Town of Dunkirk and on Route 20 in the Town of Sheridan. The Town of Pomfret uses the County Sheriff for police protection, as does the Town of Portland (West Main Street, Brocton, substation).

Several fire stations service the study area: four in the City of Dunkirk, two in the Town of Dunkirk, two serving the Town of Portland (located in Portland and Brocton), and one each in the Village of Fredonia and Town of Sheridan. The Town of Pomfret is serviced by the Village of Fredonia and Lily Dale.

Other large public/semi-public uses include SUNY at Fredonia, the County Home in the Town of Dunkirk and the Dunkirk Conference Center & St. Columban Seminary in the Town of Sheridan. The State Department of Transportation owns land in the Village of Fredonia and the Dunkirk landfill are also in this category.

There are also several public elementary, middle and high schools located in the study area:

The City of Dunkirk School District serves the City and Town of Dunkirk and the Town of Sheridan. The District includes a senior high school, a middle school and five elementary schools, all of which are located in the City. The Senior High is on West Sixth Street; the Middle School is on Eagle Street; and the five elementary schools are located on Brigham Road, Central Avenue, Lamphere Street, Benton Street and Lake Shore Drive East. The District serves 2,500 students.

The Village of Fredonia School District serves the Village and the Towns of Portland and Pomfret. The District has three schools: the Eagle Street School, the Wheelock School on Chestnut Street, and the Elementary/Middle/High School campus on East Main Street. The District serves 2,000 students.

Students in the Town of Pomfret are served by Fredonia Central (northern section), Brocton Central (western section) and Cassadaga Central (southern section).

Most of the Town of Portland's students are served by Brocton Central. Some attend Fredonia Central (eastern section) and Westfield (western section); a few students attend Chautauqua Central (southern part).

The Town of Sheridan is served by four school districts: Dunkirk Central, Fredonia Central, Silver Creek Central and Forestville Central.

The Lakeview Shock Incarceration Correctional Facility is located on Lake Avenue near Route 5 in the Town of Portland. The facility includes a 1000-bed minimum-security incarceration building and a 250-bed medium-security transfer station. The transfer station, originally intended as an Alcohol and Substance Abuse Program (ASAP) facility, may someday function for this purpose.

## **.6 Industrial**

The industrial land use designation applies to heavy or light industrial uses currently operating and abandoned factories.

Industrial uses in the study area are mostly concentrated in or near the City of Dunkirk. They include Al-Tech Specialty Steel located between Brigham Road, Willowbrook Avenue and Howard Avenue; Cliffstar Corporation, located next to the CBD between East Talcott Street, Franklin Avenue and South Roberts Road; Dunkirk Ice Cream at Main and West Doughty Streets; and Dunkirk Radiator on Middle Road near Martin Street.

In the Village of Fredonia, The Red Wing Company, Inc. food processing plant on East Main Street is the largest industrial site. Other industrial sites include Cliffstar Corporation on Water Street, the Laidlaw bus maintenance facility on Chautauqua Street, and the Niagara Mohawk maintenance facility on Water Street (relocated from Norton Street and expanded several years ago).



The largest industrial uses in the Town of Dunkirk, the Ralston Purina plant and the Dunkirk International Glass & Ceramic Corporation, are located in the Town's eastern section. Other smaller industries include the BFI Environmental and A. Sam & Sons factories are found in the western section of the Town.

There are minimal industrial uses in the Town of Pomfret. The Niagara Mohawk Solid Waste Management Facility, which holds fly ash and bottom ash from Niagara Mohawk's Dunkirk generating station, is located in the northwest corner of the Town between the Conrail tracks and Route 5. This facility adjoins the company's inactive landfill site.

All industrial uses in the Town of Portland are located within the Village of Brocton boundaries: Cal Graphite, between Central and Pullman Avenues; A. J. Wahl, at Central Avenue and Route 20; and Jamestown Plastics on Highland Avenue.

The Town of Sheridan has some land devoted to industrial use, yet actual development is limited. The Chadwick Bay Industrial Park is located in the northwestern corner of the Town of Sheridan between the Conrail and Norfolk and Western tracks. Though currently vacant, the site is earmarked for future industrial development due to its proximity to the transportation network (air and rail). The Eagle Bay Commerce Center site in the northeastern portion of the Town of Sheridan, owned by Niagara Mohawk, was formerly designated for industrial development but may become part of a residential development. Industrial uses located on Airport lands include Cessna and Great Circle Aviation.

#### **.7 Vacant/Former Agriculture/Wooded**

Any land not containing built structures is included in this category. This includes vacant lots in the City of Dunkirk and Village of Fredonia, agricultural lands no longer farmed and heavily wooded areas.

Most of the vacant/former agricultural lands are located in the Towns of Sheridan, Pomfret and Portland. The Town of Dunkirk also has several areas of vacant land in both eastern and western sections. The Village of Fredonia has smaller vacant parcels of land found mostly west of Temple and Eagle Streets. Vacant lands in the City of Dunkirk are located primarily near the eastern and western boundaries of the City.

The Towns of Pomfret and Portland contain the vast majority of the wooded areas; the southeastern corner of the Town of Sheridan is also wooded.

These lands may present opportunities for development; however, the presence of environmental constraints and/or prime farmland soils must be considered in any development proposal.

### .3 Future Land Use Projections

The amount of land for different land uses vary in each community. There are some standards that can be applied to help the Chadwick Bay communities determine their future land use patterns. The acreage devoted to each land use in 1996 is as follows:

LAND USE	TOTAL ACREAGE	PERCENTAGE
Residential	6,135	7.71
Commercial	923	1.16
Industrial	1,257	1.58
Agriculture	26,855	33.75
Public/Semi-Public	796	1.00
Parks/Recreation	995	1.25
Transportation	923	1.16
Wooded	25,941	32.60
Open Space	15,747	19.79
TOTAL	79,578	100.00

The following summarizes the acreage needs for residential, commercial, parks, agriculture and industrial land in the Chadwick Bay Region.

#### *Residential*

##### **Number of Units**

To determine the number of housing units needed in the Chadwick Bay Region, the projected population for the years 2000 and 2010 were considered. The population projection was divided by the projected mean household size for each of the years. The 1990 mean household size was 2.58. According to projections completed by Claritas, Inc., the household size should decrease slightly by the year 2000 to 2.53. Projecting this through 2010 as a linear projection, the household size is assumed to decrease to 2.48.

The following formula was used to project the number of new housing units required to meet the projected population:

$$\frac{\text{Projected Population}}{\text{Mean Household Size}} = \text{Projected Number of Housing Units Needed}$$

Population projections show the population in 2000 for the Chadwick Bay Region to be 35,602; in 2010 the population is projected at 34,465. Based on the above formula, the Region could need approximately 14,072 housing units in the year 2000 and 13,897 in 2015. In 1995, there were approximately 14,219 units in the Region. If these units remain in good condition, they should meet the requirements of the population over the next 15 years.

## **Rental**

In the Chadwick Bay Region, the percentage of residents in 1990 that rented was approximately 35.8%. The Chautauqua County rental figure was 31.4%. Since the Region's rentals exceed the County's, there does not appear to be a need for more rental units. The largest number of rental units in the Chadwick Bay Region are typically located in the City and Village.

## **Senior Housing**

In the Chadwick Bay Region, there are approximately 258 units of senior housing. While the U.S. Department of Housing and Urban Development has no "standard" for senior housing, it often recommends that 10% of seniors in a community should have access to special housing opportunities. In the Chadwick Bay Region, the number of people age 65 and over in the year 2000 is projected to be 5,298. This would mean that there should be approximately 530 senior housing units in the Region to serve the needs of the residents.

## **Affordable Housing**

The standard definition of affordable housing is based on the U.S. Department of Housing and Urban Development formula for housing program eligibility. Current guidelines for eligibility state that total rent/mortgage payment plus utilities is more than 30% of total gross income.

By reviewing the median family incomes and median rents/mortgages in the Chadwick Bay Region, the level of affordability can be determined. According to the 1990 census, median family income in the Region is \$25,685. The median rent is \$4,277 annually while the median mortgage is \$7,022 annually. Annual utility payments are estimated at \$1,800.

Renters in the Chadwick Bay Region pay approximately \$6,077 annually for housing; this is roughly 24% of the median family income. Homeowners pay approximately \$8,822 annually or roughly 34% of the median family income. These figures suggest that, overall, housing is affordable to most Chadwick Bay residents.

## **Residential Acreage**

To determine the amount of acreage in the Chadwick Bay Region that is needed to meet the needs of current and future residents, the following analysis was completed. To ensure the protection of the character of the communities, the Region should encourage clustered development with the following recommended guidelines:

Single Family Housing	5 units/acre
Apartment/Senior Citizen Apartments	10 units/acre

There is no need for additional single family housing in the Chadwick Bay Region based on the current supply; there is a need for additional senior housing over the next 15-20 years. The following summarizes the acreages necessary to accommodate this future residential development:

### Projected Need for Additional Housing Chadwick Bay Region

Housing Type	Projected Units	Projected Acreage
Single Family	N/A	N/A
Apartments/Senior	272	27.2
TOTAL	272	27.2

Source: peter j. smith & company, inc.

### **Commercial**

Determining the amount of commercial land that a municipality should offer varies considerably from community to community; this is especially true in rural communities. Changes in land use patterns over the past few decades have had a great impact on the percentage of land that is designated for commercial use. Retail malls and plazas include extensive parking lots to meet the needs of their customers; these lots occupy a large amount of space and inflate the percentage of land designated as commercial.

According to a survey of several rural communities, the percentage can range from 2% to as much as 15% of the land. The American Planning Association Planning Advisory Service (PAS) updated land use ratio information in 1992. While no specific ratio is recommended for rural communities, in smaller urban areas, the percentage of land in an urban or suburban community that is designated for commercial use is approximately 10%. This percentage has risen from 2% in 1955 to 7% in 1983 to 10% in 1992. According to The Small Town Planning Handbook, a small-town, rural community usually offers between 15% and 18% of its land for commercial use.

In the Chadwick Bay Region, there are approximately 923 acres of land devoted to commercial use; this accounts for 1.16% of the total land area. While this figure is low compared to the percentages cited in planning literature, it would not be beneficial to merely recommend an amount of land to be designated as commercial. This is due to the individual character of each community, overall community goals, and the locational requirements of commercial enterprises. The Chadwick Bay Region should continue to concentrate commercial development within the urban growth boundary. Additional commercial space should be considered on an as-needed basis.

## *Parks*

According to standard recreational guidelines, the following are recommended standards for parks and recreational facilities:

Park Type	Recommended Acres (1000 Residents)	1990 Need (Acres)	2000 Need (Acres)	2010 Need (Acres)
Playground	1.5	55.7	53.4	51.7
Neighborhood Park	2.0	74.2	71.2	68.9
Play Field	1.5	55.7	53.4	51.7
Community Park	3.5	129.9	124.6	120.6
<b>TOTAL</b>		<b>315.5</b>	<b>302.6</b>	<b>292.9</b>

Source: peter j. smith & company, inc.

Essentially, the acreage of park and recreation space may not change over the next 20 years because the Chadwick Bay Region could experience a decline in population. The Region currently has roughly 38 devoted to neighborhood parks (including playgrounds and play fields), and 165 acres of community parks. Based on a 1990 population of 37,109, there is a deficiency of approximately 148 acres of neighborhood parks, playgrounds and play fields in the Region. Acreage for community parks, however, exceeds the standard. It should be noted that some of the area's park and recreation needs are met by school districts, including the SUNY Fredonia facilities.

## *Agriculture*

There are approximately 26,856 acres of the Chadwick Bay Region's total land area that is currently devoted to agriculture. This accounts for the 33.75% of the land area, the single largest land use in the Region. Approximately 51,600 acres are in designated agricultural districts; this discrepancy shows that all the acreage designated for agriculture is not actively farmed. There does not appear to be a need to designate more land as agriculture in the Region.

## *Industrial*

Standard planning guidelines for rural communities recommend that 12 acres of industrial land per 1,000 residents should be set aside for current reserve, while an additional 12 acres per thousand residents should also be set aside for future reserve. Using this standard as a guide, the Chadwick Bay Region should have 445 acres reserved for current use and an additional 445 acres reserved for the future. The Chadwick Bay Region currently has 1,257 acres of land in industrial use. This should meet current and projected industrial needs.

## **.5 Environment**

The natural environment is one of the most valuable resources in the Chadwick Bay Region. According to the survey, the natural features of the Chadwick Bay Region are an important asset and their protection should be a priority. The County has exceptional agricultural lands that contribute to its rural character and act as a draw for residents and businesses; this land should be protected from encroachment of development to retain the quality of life of Chautauqua County. Other valuable environmental resources that should be considered and protected include woodlots, wetlands, streams and floodplains.

Several sources provided information on the environmental aspects of the communities that comprise the Chadwick Bay Region. Each of the communities gathered information on the environmental resources in their individual municipality. The Chautauqua County Department of Planning provided the mapping of the agricultural districts, steep slopes, federal wetlands, and oil/gas/mineral information. The NYS Department of Environmental Conservation provided additional information on the environmental resources in the Chadwick Bay Region; this includes stream classifications, NYS designated wetlands and hazardous waste sites. The Federal Emergency Management Agency provided information on floodplains in the communities. The Soils Conservation Service was contacted for information on the soils/mineral resources in the County and the US Army Corps of Engineers furnished information on wetlands and Erie Shoreline.

The following outlines the environmental resources in the communities of the Chadwick Bay Region. Environmental resources are examined from both an individual municipality and regional perspective.

### **.1 Soils and Minerals**

#### ***Soils***

The soils in the City of Dunkirk consist of primarily Niagara-Canandaigua-Minoa and Valois-Chenango-Pompton soils. In the Village of Fredonia, the prime soils type is Valois-Chenango-Pompton. There are smaller areas of Niagara-Canandaigua-Minoa and Barcelona-Rhinebeck soils in the Village.

According to the Soil Survey of Chautauqua County, New York published by the US Department of Agriculture/Soil Conservation Service, the prime soil in the Town of Dunkirk is Niagara-Canandaigua-Minoa; there are smaller areas of Valois-Chenango-Pompton soils in the southern portion of the Town. From Lake Erie to the southern portions of the Town, the prime soils in the Town of Pomfret include Niagara-Canandaigua-Minoa, Valois-Chenango-Pompton, Barcelona-Rhinebeck, Hornell-Orpark, Fremont-Schuyler, Chenango-Wayland-Swornville and Busti-Chautauqua-Chadakoin. The Town of Portland has six soil types including Niagara-Canandaigua-Minoa, Valois-Chenango-Pompton, Hornell-Orpark, Fremont-Schuyler, Chenango-Wayland-Swornville and Busti-Chautauqua-Chadakoin. The Town of Sheridan has six prime soils types (from Lake Erie south to the Town border): Niagara-Canandaigua-Minoa, Barcelona-Rhinebeck, Valois-Chenango-Pompton, Hornell-Orpark, Fremont-Schuyler and Busti-Chautauqua-Chadakoin.

The Niagara-Canandaigua-Minoa and Barcelona-Rhinebeck soils include areas that are dominated by deep and very deep soils formed in glacial lake sediments. The Niagara-Canandaigua-Minoa soils consist of soils that formed in glacial lake-laid deposits. The landscape is a broad, nearly flat plain that is traversed by numerous streams and drainageways. The unit is in the northwestern part of the County on the lowlands of Lake Erie. Slopes are mainly 0-3%. This unit makes up about 5.7% of the County. The soils are formed in very deep lake-laid deposits that are dominantly silt. Most areas of this unit have been cleared of trees and are farmed. Most areas are used for vineyards, orchard or vegetables; some areas are used for general farming.

The Barcelona-Rhinebeck soils are formed in clayey and silty glacial lake-laid deposits. The landscape is a broad, nearly flat plain that is traversed by numerous streams and drainageways. Slopes are mainly 0-3%. This unit makes up about 2% of the County. The Barcelona soils formed in deep, silty lake-laid deposits and the underlying glacial till. The Rhinebeck soils formed in very deep lake-laid deposits of clay and silt. Most areas of this unit have been cleared and are used for general farming, vineyards, orchards or vegetables. Some areas are still being farmed, but many fields are now idle or support brush. The soils are very sticky when wet and are cloddy when dry.

The Valois-Chenango-Pompton areas are dominated by very deep soils formed in glacial till and glacial outwash. This unit consists of soils that are formed in morainic glacial till and gravelly outwash. The landscape is made up of rolling plains and a series of low hills, benches, stream terraces and alluvial fans that are mainly on the lower valley sides. The unit is in the major valleys throughout the County and on outwash plains of the northern lake plain. Slopes are mainly 3-15%. This unit makes up about 8% of the County. The Valois soils formed in very deep glacial till that is derived from sandstone, siltstone and shale and commonly is intricately intermingled with or underlain by gravelly glacial outwash. The Chenango soils formed in glacial outwash that has a high content of sand and gravel. The Pompton soils formed in glacial outwash consisting dominantly of sandstone and siltstone. Most areas of this unit have been cleared and are used for farming. The less sloping areas are excellent sites for farming; they readily dry and crops, such as snap beans and strawberries, are produced along with corn, small grain and alfalfa grown in support of dairy farming. The slope, seasonal wetness and high content of gravel are the main limitations affecting most use.

The Hornell-Orpark areas are dominated by moderately deep soils formed in glacial till. This unit consists of soils that formed in acid, shaley glacial till derived from siltstone and shale. The landscape is one of crests and side slopes on uplands along the escarpment in the northwestern part of the County. This unit makes up about 4% of the County. Hornell soils formed in moderately deep glacial till that has a high content of clay. They are 20 to 40 inches deep over bedrock and are nearly level to moderately steep. The Orpark soils are 20 to 40 inches deep over bedrock. They formed in moderately deep glacial till. Some areas of this unit are farmed, but extensive areas are idle or are reverting to woodland. Most cleared areas are used for hay or pasture; some are used for orchards or vineyards.

The Fremont-Schuyler and Busti-Chautauqua-Chadakoin soils are areas dominated by very deep soils that do not have a frangipan and that formed in glacial till. The Fremont-Schuyler soils consists of soils that formed in acid glacial till derived mainly from shale, siltstone and sandstone. The landscape is dominantly broad summits and saddles and dissected side slopes on plateaus. The unit is adjacent to the escarpment with slopes that range from 3% to 15%. 22% of the County's soils are Fremont-Schuyler. The Fremont soils are somewhat poorly drained and are nearly level to moderately steep. The Schuyler soils are moderately well drained and are gently sloping to very steep. Most areas of this unit are used for crops growing in support of dairy farming. Many areas at the higher elevations were originally cleared and farmed; these areas have been reforested or are naturally reverting to woodland. Controlling erosion and installing drainage systems are the main limitations affecting farming.

The Busti-Chautauqua-Chadakoin soils consist of soils that formed in loamy glacial till derived mainly from siltstone, sandstone and some shale. The landscape consists dominantly of broad, smooth areas on hilltops and hillsides and some dissected side slopes on the upland plateau in the central part of the County. Slopes are mainly 3 to 15 percent. Busti soils are poorly drained and are dominantly medium textured. Chautauqua soils are moderately well drained, medium textured and nearly level to moderately steep. Chadakoin soils are well drained, medium textured and gently sloping to very steep. Most of the soils in this unit have been cleared and are farmed. Scattered areas of the wetter soils and the steep soils on side slopes remain wooded or are idle land covered in brush. The major soils are better suited to corn, small grain and hay. Stripcropping is common.

Prime farmland, defined as those soils that produce the highest yields of crops with minimal energy and resources, is found throughout the region and is responsible for the predominance of agriculture. The largest areas of prime farmland are found in the Towns of Sheridan, Pomfret and Portland; smaller pockets are located in the Town of Dunkirk and the Village of Fredonia, with the City of Dunkirk containing a very small area of prime farmland at its western border. Prime soils basically follow the pattern of the Lake Erie Plain. They are absent from the escarpment area, but continue south of it. Specific soil types that are considered prime farmland include the following types of silt loam: Barcelona, Busti, Collamer, Darien, Elnora, Fremont, Middlebury, Niagara, Orpark, Pompton, Raynham, Red Hook, Schuyler, Scio, and Tioga. Prime soils in the area also include Chenango gravelly loam, Colonie loay fine sand and Minoa fine sandy loam. Prime farmland is an irreplaceable resource in the region that should be preserved wherever possible.

## ***Minerals***

There is minimal oil production that occurs in the communities in the Chadwick Bay Region. According to the NYS Department of Environmental Conservation Division of Mineral Resources, the Town of Pomfret produces between 1-1000 barrels of oil per year; only the Town has one active oil well in the study area. The other five communities have no oil production that is tracked by the NYS Department of Environmental Conservation.

Gas production appears to be a viable resource that is captured by many of the communities in the Chadwick Bay Region. While the City has minimal gas production through its sole gas well on Fairgrounds property, gas wells in the Town of Dunkirk produces 1-5000 thousand cubic feet of gas (41 active gas wells). The Towns of Pomfret (175 active gas wells), Portland (129 active gas wells) and Sheridan (78 active gas wells) produce between 5,000-200,000 thousand cubic feet of gas. In the Town of Sheridan, there is a large underground natural gas storage area.



## **.2 Steep Slopes**

The Chadwick Bay Region consists of three distinct topographic areas. The first is the Erie Lake Plain. This area extends from Lake Erie to the Escarpment. The plain extends through the City of Dunkirk, Village of Fredonia and Town of Dunkirk. The plain also encompasses portions of the Town of Pomfret, Town of Portland and Town of Sheridan. In general, the Erie Lake Plain varies in slope from about 1-2%. The plain ranges in width from 2 to 6 miles. The most extensive development in the communities is located on the plain: the City of Dunkirk and Village of Fredonia.

The Escarpment area contains the most steep slopes of the study area and represents, in general, the most restrictive area for development. Slopes on the escarpment range from about 40-50% in the Towns of Pomfret, Portland and Sheridan. Extensive development should be discouraged from this area; new proposals should be reviewed on an individual basis to determine the visual and environmental impacts on the escarpment and its character.

The Allegheny Plateau encompasses portions of the Towns of Pomfret, Portland and Sheridan. In general, the slope of this area ranges from 1-2%. The most extensive residential development on the plateau is the Lily Dale hamlet in the Town of Pomfret. The Village of Cassadaga, located south of the Town of Pomfret, is also located on the plateau.

## **.3 Hydrology**

### **.1 Groundwater**

The main sources of water in Chautauqua County are Lake Erie, Chautauqua Lake, drilled wells and surface water stored in reservoirs. There are 17 public water systems that serve both urban and rural areas in Chautauqua County. The City of Dunkirk has the second largest water system in the County; the City is the only community in the County that draws its water from Lake Erie. The Villages of Fredonia and Brocton use surface runoff water stored in upland reservoirs as their source of water.

Chautauqua County is divided into two drainage systems: the Allegheny-Ohio-Mississippi River system and the Lake Erie-St. Lawrence River system. Most of the study area drains into the Lake Erie-St. Lawrence River system; this is true of all lands on the Erie Lake Plain and Escarpment. The portions of the Towns of Pomfret, Portland and Sheridan that lie on the plateau drain into the Allegheny-Ohio-Mississippi River system.

The study area encompasses portions of three watersheds: Lake Erie Drainage Basin (City of Dunkirk, Village of Fredonia, Town of Dunkirk, portions of Towns of Pomfret, Portland and Sheridan), Silver Creek Drainage Basin (a small portion of Town of Sheridan near the Town of Hanover and Village of Silver Creek) and Conawango Creek, Frender Creeks and Brokenstraw Creek Drainage Basin (top of the escarpment - portions of Towns of Pomfret and Portland).

Most water used in the rural areas of the County use drilled wells as their source of water. Ground water is available throughout the County but wells on the plain and bedrock wells generally provide lower yields and poorer quality water.

## **.2 Wetlands**

Both federal and State designated wetland areas are found in the Chadwick Bay Region. Wetlands mapped by the NYS Department of Environmental Conservation (DEC) are a minimum of 12.4 acres. In determining potential development areas, these wetland areas and the required 100 foot buffer that must be protected should be considered. The U.S. Department of the Interior, which maps federal wetlands, includes areas less than one acre in size. It should be noted that the federal maps do not include all areas considered to be wetlands by the U.S. Army Corps of Engineers. Both State and federal wetlands are classified after an analysis of vegetation, wildlife and soils.

No State-designated wetlands exist in the City of Dunkirk or the Village of Fredonia; however, there are small federal wetlands concentrated mainly in the southern part of both City and Village.

There is one State-designated wetland located in the Town of Dunkirk. This wetland is located on the Dunkirk Quadrangle provided by the NYS DEC. The wetland is located on Willow Road near the City/Town municipal boundary. Small federal wetlands are scattered in both east and west sections of the Town.

There are 10 State-designated wetlands in the Town of Pomfret as shown on maps provided by the NYS DEC. Four of these are found on the Brocton Quadrangle: three are located near the Pomfret/Portland municipal boundary near the Central rail lines, south of the NYS Thruway and north of Ellicott Road; an additional wetland is located south of Chautauqua Road. Wetlands on the Hartfield Quadrangle consist of a large designated wetland near Bear Lake and at the corner of Kelly Hill and Chautauqua Road. There are four designated wetlands on the Cassadaga Quadrangle; most are centered on Upper Lake and Mud Lake. One is located west of Shumla Road along a tributary to Mud Lake. Some federal wetland areas are also found in Pomfret; the greatest concentrations of these are in the southwestern corner of the town. Federal wetlands are also found near the town's eastern and western borders.

On the Hatfield Quadrangle provided by the NYS DEC, there are three designated wetlands in the Town of Portland. These are located on Barnes Road, on the Portland/Chautauqua municipal boundary near Burdick Road and west of Parcell Road. Federal wetland areas are located south of the Village of Brocton and along Portland's border with the Town of Chautauqua.

In Sheridan, State-designated wetlands are scattered throughout the Town, but appear more clustered in the north/east quadrant. On the Silver Creek Quadrangle provided by the NYS Department of Environmental Conservation, nine wetlands have been designated by the State; an additional wetland straddles the Town of Sheridan and Town of Hanover municipal boundary. On the Dunkirk Quadrangle, there are two designated wetlands in the Town of Sheridan. These are located east of Farmingdale Road and south of the Thruway near Cooks Corners. On the Forestville Quadrangle, there are six designated wetlands. All are clustered near Route 320 between Center Road and Stebbins Road. Most federal wetlands are concentrated in the northern part of the town, with the largest areas found near the town's eastern border.

### .3 Floodplains

Floodplains play an important role in the "life cycle" of a river or stream. As runoff in a community is directed into a river, the level of water could rise significantly. The amount of runoff, which increases as more development occurs, helps determine the level of the river and the boundaries of the floodplain; the floodway, the actual course the water will take, is smaller than the floodplain. The Federal Emergency Management Agency (FEMA) maps the floodplains and floodways in a community; these maps are often used as a guide to restricting development in these damage prone areas.

Development in floodplains should be minimized to reduce the risk of damage caused by flooding; no development should be allowed in the floodways identified for each community. Each of the communities in the study area contain floodplains. The floodplains generally follow streams and creeks in the Erie Lake Plain and along the Lake Erie Shoreline.

In the City of Dunkirk, there is an extensive floodplain along the Lake Erie shoreline. This floodplain varies in width along the City's waterfront. In addition to this floodplain, there are FEMA mapped floodplains on the northwest portion of the City along Crooked Brook and its tributary to the south of the River; the Crooked Brook tributary floodplain extends into the Town of Dunkirk.

According to the FEMA maps, in the Village of Fredonia, floodplains are located along Canadaway Creek. These areas are identified in the Village Comprehensive Plan Update that was adopted by the Village in January 1994. The floodplains are the majority of protected areas that are identified in the plan.

The Village of Fredonia's sewage treatment plant is located on Route 5 in the Town of Dunkirk; this plant has an outfall which is one of three New York State Maintained Flood Control projects (the other two are in the Town of Sheridan).

In the Town of Pomfret, floodplains surround Upper and Middle Cassadaga Lake, Mud Lake and Bear Lake; these are all located in the southern portion of the Town. Canadaway Creek, which extends from Lake Erie through the Town of Dunkirk and Village of Fredonia, has a minimal floodplain that has been mapped by FEMA; this floodplain is located in the northeast portion of the Town. Little Canadaway Creek also maintains a FEMA mapped floodplain and is located in the northwest portion of the Town.

Several of the streams and tributaries to Lake Erie in the Town of Portland have significant floodplains. Slippery Creek has a significant floodplain that follows the Creek to the Village limit. Both Corell and Walker Creek, which empty into Lake Erie, contain significant floodplains that reach the escarpment. Floodplains in the southern portion of the Town include those along two unnamed tributaries of Chautauqua Lake.

The significant floodplains in the Town of Sheridan are located along Scott Creek and Beaver Creek; both creeks are located in the western portion of the Town. In addition to these floodplains, the area along Lake Erie has a FEMA mapped floodplain that varies in width. There are several unnamed tributaries in the northern portion of the Town that have FEMA mapped floodplains. The St. Columban Seminary Pump House and Sewage Treatment Plant facilities each include an easement for flood control and are New York State Maintained Flood Control projects. These facilities have been in service since approximately 1980.

#### **.4 Stream Classifications**

The NYS Department of Environmental Conservation classifies streams, creeks and lakes to protect the quality of water for plant and animal life. The classifications include:

**Class A** - The best usages of Class A waters are a source of water supply for drinking, culinary or food processing purposes, primary and secondary recreation and fishing. The waters shall be suitable for fish propagation and survival.

**Class B** - The best usages of Class B waters are primary and secondary contact, recreation and fishing. These waters shall be suitable for fish propagation and survival.

**Class C** - The best usage of Class C waters is fishing. These waters shall be suitable for primary and secondary contact recreation, although, other factors may limit the use for these purposes.

The quality of water in the Class A and B streams, creeks and lakes should be maintained. In the communities in the study area, most of the streams, creeks and lakes are Class C. In the City of Dunkirk, there are two streams that are both classified as Class C: Hyde Creek and Crooked Brook and its tributary; Lake Erie near the City of Dunkirk has a Class B rating. In the Village of Fredonia, Canadaway Creek and Canadaway Creek/Canada Bay Creek is classified as Class B.

Canadaway Creek, Crooked Brook and Hyde Creek in the Town of Dunkirk are both classified Class B. Scott Creek in the Town of Dunkirk is classified as Class C.

Class A streams and Lakes include the Fredonia Reservoir, Bear Lake and their tributaries in the Town of Pomfret. There are two tributaries west of Beaver Creek in the Town of Dunkirk that are classified Class B and Class C. Little Canadaway Creek is classified as Class C in the Town of Pomfret. Canadaway Creek in the Town of Pomfret is classified as Class B. Upper Lake is classified as a Class B body of water; Mud Lake and its tributaries are Class C.

Little Canadaway Creek in the Town of Portland is classified Class C. Two unnamed tributaries near the Pomfret municipal boundary are classified as Class C in the Town of Portland. Slippery Rock Creek, Corell Creek and Walker Creek classification information is not yet available from the NYS Department of Environmental Conservation.

In the Town of Sheridan, all streams, creeks and their tributaries are Class C. This includes Beaver Creek, Scott Creek and Walnut Creek.

#### **.4 Woodlots and Old Growth Forests**

Chautauqua County 1995, a general plan prepared in 1975 to guide development over the 20-year period, recognizes the importance of forest lands to the economy of the County. Forests protect the capacity of watersheds to hold runoff, enhance the quality of the water and help minimize the dangers of flooding. The forests, a valuable recreational resource, also add to the overall quality of life and aesthetic quality of the communities.

In general, the communities consist of three distinct regions: the Erie Lake Plain, Escarpment and Allegheny Plateau. Each region has wooded characteristics that are distinct to its specific conditions. The Erie Lake Plain consists primarily of vineyards with scattered wooded areas throughout. As the elevation of lands increases away from the Lake to the Escarpment Area and Allegheny Plateau, the wooded areas increase in number and intensity. The City, Village and Town of Dunkirk are located almost entirely in the Lake Erie Plain region; each of the other Towns include areas in all three regions.

The inventory of woodlots and old growth forests vary considerably in the communities of the Chadwick Bay Region. The City of Dunkirk is essentially an urban environment with scattered trees in parks and throughout the City. Point Gratiot Park and Wright Park, both located on the waterfront, included wooded areas that should be maintained as park land.

The Village of Fredonia also maintains an urban character but includes considerable agricultural lands near the municipal boundaries. Wooded areas along Canadaway Creek in the Village contribute to the character. Again, trees are located in the Village Parks and are scattered throughout the Village.

In the Town of Dunkirk, located on the east and west side of the City of Dunkirk, includes several wooded areas that should be protected. The 28.2 acre nature sanctuary along Canadaway Creek, owned by the Nature Conservancy, is a wooded area that should be protected for both its environmental and recreational purposes.

In the Town of Pomfret, there are many significant wooded areas that should be protected as future development occurs; this helps to protect the agricultural lands in the Town and its overall rural character. In the Town of Pomfret, most of the wooded areas are located in the Southern portion of the Town above the ridge. In addition, the Town is fortunate to have three old growth forests in Pomfret near Upper and Mud Lakes.

With the prominence of agriculture in Chautauqua County, maintenance of forested areas is not considered a great concern. However, forested areas are growing as agricultural lands slowly become abandoned. Property owners can obtain technical advice on woodland management from the State Department of Environmental Conservation or from private consulting foresters.

#### **.5 Air Quality and Noise Impacts**

Air quality and noise impacts information was requested from several sources in the study area (Niagara Mohawk, NYS Thruway Authority, NYS Department of Transportation and NYS Department of Environmental Conservation). The NYS Department of Environmental Conservation provided a report that illustrates that the air particle levels in the Chadwick Bay Region fall below all the New York State and Federal standards; in general, the air quality is above minimum standards. No noise studies were released by the agencies that were contacted.

### **.6 Local Laws, Codes and Ordinances**

Many additions and amendments to existing local codes and ordinances are needed to complement the recommendations of the Chadwick Bay Region Comprehensive Plan. These changes, in conjunction with the Comprehensive Plan, are essential to ensure the policies and growth in the region meet the needs of current and future residents. The following summarizes existing land use regulations in the Chadwick Bay Region:

#### ***City of Dunkirk***

**Zoning Ordinance** - Development regulations in the City are intended to shape the community and impact the character of neighborhoods and recreation areas. The waterfront represents an area within the City that should be protected and developed in a manner that serves the needs of the community. A Harborfront Overlay District has been established to provide special consideration for potential developments in this important region; the Harborfront Overlay District could also prevent water pollution, protect aquatic life, wildlife, building sites, placement of structures and land uses. A Historic-Overlay District in the downtown core currently helps to preserve existing historic structures: any proposed development must meet with the review and approval of the Historic Commission/Planning Board. Architectural review procedures are outlined in the Ordinance.

Other land use districts outlined in the Zoning Ordinance include a tourism commercial district along the harbor, a central business district on Central Avenue surrounded on both sides by a community business district, both light industrial and general industrial districts located in appropriate areas throughout the City, an open space district that encompasses the northeast and northwest quadrants of the City to protect the waterfront, and several classifications of residential districts to coordinate development.

The Zoning Ordinance serves to streamline the permitting process in the City; a mixture of site plan review and special permitted uses ensures both control of new and appropriate development. The Ordinance helps to prevent the encroachment of incompatible land uses, and create an attractive environment for businesses and industries.

**Subdivision Regulations** - Subdivision Regulations were adopted by the City of Dunkirk in 1994. Each site plan is required to go through sketch plan, preliminary submission and final submission; preliminary and final approval processes are included. The Regulations also outline the procedure for dedicating park land for new subdivisions or paying a fee per lot to the City to improve or create parkland within Dunkirk.

The variance procedure for the subdivision process is outlined in the Subdivision Regulations. The variance procedure ensures applicants have the opportunity to remedy obstacles; this includes procedures for area variances.

The subdivision ordinance also outlines the public involvement process that is outlined in the NYS enabling legislation. This includes public notice, public hearings and the appropriate waiting periods before final approval can be granted.

**Property Maintenance Code** - A Property Maintenance Code was adopted by the City of Dunkirk in 1994. The Code ensures existing structures and properties in the City are maintained; the code was expanded from the existing housing standard code to consider all land uses including commercial and industrial. The code addresses issues of aesthetics, structural condition and property maintenance.

**Design Guidelines** - There is no separate document outlining design guidelines in the City of Dunkirk. However, the Zoning Ordinance specifies landscaping and design requirements in several articles. Parking requirements, landscaping requirements, cluster developments and planned unit developments must all conform to specific design controls. The harborfront and historic overlay districts also outline specific design guidelines for consideration.

**Solid Waste Management and Recycling** - Chapter 66 of the City Code outlines regulations governing the disposal and recycling of various materials and wastes within the City.

**Local Law Regulating Mobile Homes and Mobile Home Courts** - Chapter 79 of the Zoning Code, Article XXVI, Sections 26090 and 26100 address the issue of mobile homes and mobile home "parks". Specifications for permits, applications, park plans and maximum lot areas are addressed in the sections.

**Automobile Junk-Yard Compliance Law** - Chapter 79 of the Zoning Code, Article XXVI Section 26060 outlines the requirements for automotive use areas. No automotive use area can be used for auto wrecking or for storage of wrecked, partially dismantled or junked vehicles or equipment.

**Floodplain Guidelines** - The City of Dunkirk includes Flood Damage Prevention Regulations as a part of their updated zoning ordinance. These regulations are intended to "...establish regulations and standards to protect persons and property from the hazards of development of the floodplain of Lake Erie, Crooked Brook and its tributaries, Goose Creek and Hyde Creek. These regulations ...protect the public health, safety and welfare of individuals potentially affected by flood hazards; reduce the costs incurred by the community at large from inappropriate and unsuitable development located in the floodplain; minimize prolonged business interruptions and minimize damage to public facilities and utilities.

### ***Village of Fredonia***

**Zoning Ordinance** - Fredonia's official zoning ordinance was first adopted in 1969 and most recently updated in 1993. The Village is currently divided into ten separate districts: four residential districts including one restricted residential district, a general and highway business district, two light industrial districts including one restricted light industrial district, a land conservation district and a planned development district. There is no agriculturally-zoned land within the Village. The majority of land is zoned residentially; all residential districts are served by public water supply and public sewage disposal facilities. Business districts are restricted to the "downtown core" and a limited stretch along West Main Street (Route 20); these districts are also established in areas served by public water supply and public sewage. SUNY at Fredonia has been designated a Planned Development District, while the designated Light Industrial Districts are located in the vicinity of the existing The Red Wing Company, Inc. and Cliffstar properties. A large portion of land bounded by East Main Street and the Conrail tracks is zoned Light Industrial. The Zoning Ordinance is currently being re-written.

**Subdivision Regulations** - Updated subdivision regulations were adopted by the Village in February of 1996. The document outlines the approval process, specifications for layouts or plats, design standards for the following: lots, blocks, streets and service drives, sidewalks, buffers, easements, street signs, lighting buried utilities, water supply, storm and surface drainage within a proposed subdivision. The regulations also outline recommended administration and enforcement procedures for the document.

**Property Maintenance Code** - Chapter 223 of the official Zoning Code contains the official Property Maintenance Code for the Village. This code sets minimum standards for property owners with regard to the upkeep and overall condition of their property. The code was expanded from the existing housing standard code to consider all land uses including commercial and industrial.

**Design Guidelines** - A separate document outlining specific design standards within the Village has not been prepared. Articles within the Zoning Ordinance address specific landscaping and development guidelines for Business and Light Industrial districts within the Village. Area, height and yard restrictions are addressed in each designated District. A separate document addressing design criteria and construction specifications for the development of subdivisions was adopted in February of 1996.

**Solid Waste Disposal Law** - Chapter 125 of the Zoning Code addresses the "Use of Dump" within the Village. The code is intended to protect Village residents from any adverse effects caused by the dumping of rubbish, garbage, refuse and similar waste material on lands within the Village.



**Local Law Regulating Mobile Homes and Mobile Home Courts** - Chapter 269 of the Zoning Code outlines regulations pertaining to the issue of trailer parks: the code outlines the required permitting process for trailers and trailer parks, and provides regulations for the layout and design of parks. Single mobile homes and/or trailer parks are not prohibited uses in any of the ten designated districts in the Village.

**Automobile Junkyard Compliance Law** - While no separate automobile compliance law exists, each Article in the Zoning Code outlines the prohibited uses in each designated district. Automobile junkyards are prohibited in every district except Light Industrial.

**Floodplain Guidelines** - Chapter 155 of the Zoning Code addresses flood damage prevention guidelines. The regulations are intended to protect persons and property from the hazards of development within the floodplain of Canadaway Creek.

### ***Town of Dunkirk***

**Zoning Ordinance** - The zoning regulations and districts in the Town of Dunkirk, most recently amended and adopted in 1992, have been made with consideration to the character of each district and its suitability for particular uses. The overall purpose is to preserve the value of buildings and encourage the most appropriate use of land. The ordinance is also intended to prevent undue concentration of population and to facilitate the adequate provision of transportation, public utilities, schools, parks and other public requirements. The Town is divided into six districts: Low Density Residential, Medium Density Residential, Conservation Residential, Agricultural, Highway Commercial and Light Industrial. Land fronting the Lake is primarily zoned for residential purposes. Agricultural land is preserved in the western portion of the Town east of Route 5 and in the eastern portion of the Town south of Route 5. The zoning ordinance also provides a provision for cluster and planned unit developments.

**Subdivision Regulations** - The Town does not have officially adopted Subdivision Regulations.

**Property Maintenance Code** - Article 900 of the Zoning Ordinance addresses non-conforming uses including unsafe structures, alterations, restoration, abandonment, displacement and other issues of property maintenance; no official Property Maintenance Code has been prepared for the Town.

**Design Guidelines** - Article 800 Section 807 of the Zoning Ordinance addresses the issue of performance and design standards for commercial and industrial uses. These standards include but are not limited to pollution, screening, landscaping, storage, lighting and building design. Design guidelines for the design and layout of mobile home parks have also been prepared. Guidelines for other land uses have not been prepared.

**Solid Waste Disposal Law** - Article 800 Section 16 of the Zoning Ordinance addresses dumps, dumping grounds and sanitary landfills; the official ordinance is intended to protect the citizens of the Town from any adverse effects caused by the dumping of rubbish, garbage, refuse and similar waste material on lands within the Town.

**Local Law Regulating Mobile Homes and Mobile Home Courts** - Article 800 Section 801 addresses the issue of mobile home and mobile home courts; the regulations restrict the location of mobile homes, outlines the required permitting process for mobile homes and mobile home parks, and provides regulations for the layout and design of mobile home parks.

**Automobile Junk-Yard Compliance Law** - Article 800 Sections 814 and 814A address the issue of junkyards and the regulations of junk vehicles on private property. Official regulations for automobile junkyard have not been prepared at this time.

**Floodplain Guidelines** - The Town does not have any specific floodplain guidelines.

### ***Town of Pomfret***

**Zoning Ordinance** - The Town's Zoning Ordinance states that while the benefits resulting from its enactment will not be immediately visible, the resulting conditions will enhance and improve the quality of living, health and safety for the municipality. The Pomfret Zoning Ordinance was created to balance the rights of the public and private landowners; it was also developed to encourage the positive shaping of the future and long-range benefits associated with zoning laws. Overall, the Zoning Ordinance was enacted to preserve the quality of life experienced by residents of Pomfret.

**Subdivision Regulations** - The Town Planning Board is currently in the process of preparing subdivision regulations; there are none in effect at this time.

**Property Maintenance Code** - The Town has not established an official Property Maintenance Code. However, one purpose of the Pomfret Zoning Ordinance is to promote fire safety by controlling the separation of structures. Article VIII of the Zoning Ordinance addresses Non-Conforming Uses including the alteration, displacement and/or abandonment of structures.

**Design Guidelines** - The Zoning Ordinance contains a clause outlining design guidelines for lakeshore development in Article VI Section 611; this clause determines building setbacks, rules for the erection of breakwalls and fences, and restricts placement of dish antennas. Guidelines for cluster and planned unit development are also outlined in the Ordinance. A separate Design Guidelines package (not including the Subdivision Regulations) has not been prepared for the Town of Pomfret.

**Solid Waste Disposal Law** - The Pomfret Zoning Ordinance does not address issues of solid waste disposal, nor is there a separate prepared Solid Waste Disposal Law.

**Local Law Regulating Mobile Homes and Mobile Home Courts** - Article VI Sections 623 and 624 address mobile home standards and mobile home parks; Articles 626 and 627 address temporary mobile homes and travel trailer parks.

**Automobile Junk-Yard Compliance Law** - Article VI Section 620 addresses Scrap and Junkyards; the section addresses issues of location, parking, visual considerations and fire safety within automobile junkyards.

**Floodplain Guidelines** - Flood boundaries are outlined on the zoning map but indicate general location only. The precise location of floodplain boundaries shall be established by the Enforcement Officer after consulting with the Chautauqua County Planning Department

#### *Town of Portland*

**Zoning Ordinance** - All of Portland's land use regulations are contained within their Zoning Ordinance; this document was adopted in January of 1978 and last updated in August of 1995. The ordinance is extensive and divides the Town into 12 specific districts. More than half of the Town's land area is preserved as a Conservation District; other uses include several specific residential and commercial classifications concentrated along the waterfront and directly outside of the Village. Agriculturally-zoned land is located in the central portion of the Town and represents the second greatest land area. There is also a special Flood Plain district for lands within official Flood Hazard Areas (FHA's). The Light Industrial district does not appear on the zoning map. The Zoning Ordinance includes a special Article addressing cluster and planned unit development.

**Subdivision Regulations** - A separate document addressing issues of subdivision has not been prepared for the Town of Portland.

**Property Maintenance Code** - Article 900 addresses the issue of non-conforming uses including but not limited to abandonment of property, restoration, changes and displacement; there is no separate Property Maintenance Code adopted by the Town.

**Design Guidelines** - Article 800 Section 807 of the Zoning Ordinance address performance and design standards for commercial and industrial uses including but not limited to pollution standards, screening, storage, landscaping, lighting and building design. Design guidelines and standards for other uses are not addressed.

**Solid Waste Disposal Law** - The issue of solid waste disposal is not addressed in the Town of Portland land use regulations.

**Local Law Regulating Mobile Homes and Mobile Home Courts** - Article 700, Sections 717 and 718 and Article 800 Section 801 in the Zoning Ordinance address the comprehensive issue of mobile home park regulations and standards.

**Automobile Junk-Yard Compliance Law** - Article 900, Sections 903 of the Zoning Ordinance addresses the issue of nonconforming junk yards and/or scrap yards. There is no provision of the Ordinance specifically addressing automobile junkyards.

**Floodplain Guidelines** - The Town has designated a special Flood Plain District that restricts development in Flood Hazard Areas designated by the New York State Department of Environmental Conservation. In some cases, archery courses, rifle ranges, skeet facilities, gravel pits and camping parks may be allowed to develop within a Flood Hazard Area.

## *Town of Sheridan*

**Zoning Ordinance** - Sheridan's zoning ordinance was established mainly to conserve and protect property values, protect and conserve agricultural lands from development, and to secure the most appropriate uses of land. The ordinance was adopted in 1991. Land uses in the Town include two Agricultural-Residential Districts, a Business District, a Flood Hazard Area District and an Industrial District. The Town has designated two areas as Business Districts; the first is in the western portion of the Town along Route 20 west of Roberts Road. The second Business District is located on the eastern side of the Town along Route 20 near the border of the Town of Hanover. The ordinance also features a building code section addressing the issue of unsafe buildings and the criteria for defining these structures in the Town.

**Subdivision Regulations** - It is the policy of the Sheridan Planning Board to consider land subdivision Plats as part of a plan for the orderly, efficient and economical development of the Town; the Town adopted their Subdivision Regulations in 1985. The regulations empower the Planning Board to approve Final Plats showing lots, blocks or sites, with or without streets or highways. The Planning Board is also allowed to approve the development of Plats already filed in the Office of the County Clerk if such Plats are entirely or partially undeveloped.

**Property Maintenance Code** - Sheridan does not have a separate Property Maintenance Code; the Zoning Ordinance includes a Building Code that defines and addresses Unsafe Structures. The Zoning Ordinance also includes a section on Non-Conforming Uses including abandonment, damaged structures and alterations.

**Design Guidelines** - No official Design Guidelines are currently in place within the Town for Sheridan.

**Solid Waste Disposal Law** - There is no official section or article in the Sheridan Zoning Ordinance that addresses the disposal of Solid Waste.

**Local Law Regulating Mobile Homes and Mobile Home Courts** - Article 12 of the Zoning Ordinance addresses the requirements for mobile homes and mobile home courts.

**Automobile Junk-Yard Compliance Law** - The issue of automobile junkyards or any other type of junkyard is not addressed in the Sheridan Zoning Ordinance

**Floodplain Guidelines** - The Zoning Ordinance has designated a Flood Hazard Area (FHA) District Emergency Program. This section of the Ordinance defines the FHA District, addresses construction requirements within the floodplain, the regulation of floodplains and the designated floodways in Sheridan.

## **.7 Conclusion**

The Land Chapter of the Comprehensive Plan explores the physical characteristics that comprise the Chadwick Bay Region communities. The characteristics explored include circulation, land use, the environment and local laws, codes and ordinances. The land of the Chadwick Bay Region makes the area a unique location that can become an attraction for new residents and tourists. The area also offers a high quality of life that is enjoyed by those that have chosen to reside in the communities. The protection of the physical characteristics in the Chadwick Bay Region could help make the area an attractive living, working and recreating environment.

## 4.0 The Economy

Economic characteristics and municipal servicing are examined in The Economy Chapter of the Comprehensive Plan. The Chapter includes the following sections:

- .1 Introduction
- .2 Goals, Policies and Actions
- .3 The Changing Regional Economy
- .4 Economic History
- .5 The Economy Today
- .6 Employment Characteristics
- .7 The Economic Community
- .8 Government and the Economy
- .9 Municipal Services
- .10 Conclusion

### .1 Introduction

The following economic inventory and analysis of the Chadwick Bay Region represents an overview of existing conditions, organizations and institutions in the region and potentials for future partnerships, development and economic expansion. The section illustrates the complementary relationship of the communities; an inventory of strengths highlights the areas in which the region can build upon and establish economic policy for the twenty-first century. A combination of history, agricultural and industrial strengths, and a new locational significance can help to define the economic future of the Chadwick Bay Region in the twenty-first century.

The chapter includes an overview of the regional economy and how it has changed over the past few decades; an economic history is included as part of this changing economy. The trends and highlights of today's opportunities is also presented along with employment characteristics for residents of the Chadwick Bay Region. Those industries and businesses that have a significant impact on the region are also discussed. Impacts of the government on the economy are discussed in terms of taxation and budgeting. Municipal services that are offered in the communities are also discussed in this Chapter.

### *The Economy*

The following observations have been made about the economy in the Chadwick Bay Region:

#### Economy

- The service sector in Chautauqua County has doubled since 1970; this represents almost 20% of personal income in the County.
- Agricultural Services accounted for only 0.5% of personal income for the County. Manufacturing accounts for approximately 30% of personal income.
- The unemployment rate for Chautauqua County has fallen from 8.3% in 1992 to 6.3% in 1996.
- 3600 jobs have been gained in the service sector. 2000 jobs have been gained in the wholesale and retail sector.

- Manufacturing lost 2150 jobs since 1980.
- The Chadwick Bay Region experienced a population loss of 5.1% compared to a State gain of 2.5%.
- The poverty rate in Chautauqua County is 16%; this is higher than the State average of 11.2%. The Chadwick Bay Region has a poverty rate of 14.3%
- The City of Dunkirk (18.7%) and Village of Fredonia (19.7%) have the highest poverty rates.
- The mean household income in Chautauqua County was \$31,799 compared to a State mean of \$44,121.
- There has been an increase in NYS Social Services income in Chautauqua County of 32.2%.
- The top manufacturing employers are Al Tech Specialty Steel (731), The Red Wing Company, Inc. (400), Dunkirk Ice Cream (398), Cliffstar (350), Niagara Mohawk (340) and Ralston Purina (270).
- Institutional employers are significant in the region: Brooks Memorial Hospital (500), Chautauqua County Home (250), SUNY Fredonia (745), Jamestown Community College (635), Chautauqua Opportunities (436)
- Taxes on a "typical" property market valued at \$100,000 vary within the study area from a low of \$2745 in the Town of Dunkirk to a high of \$3961 in the City of Dunkirk

#### Municipal Services

- Water and sewer are supplied by the City of Dunkirk and Village of Fredonia; the Village of Brocton also services a portion of the Town of Portland
- There appears to be expansion capacity in both the City and Village water plants.
- There is servicing capacity in the sewer systems serving the study area.

## **.2 Goals, Policies and Actions**

Economic growth and development are the most significant components of ensuring the viability of an area; people need to be able to find gainful employment to improve their quality of life. The goals, policies and actions of this section describe ways to help improve the overall economy of the region. This includes an evaluation of both the economy and municipal services that are available for new businesses and industries in the Chadwick Bay Region.

### *Economic Development*

The Chadwick Bay Region is facing many unique economic challenges; it also faces many challenges that are common to municipalities in New York State. A larger segment of the population is unemployed or underemployed. Training and new job opportunities are essential for all residents of the region.

The proximity of the region to Niagara Falls offers a potential to develop tourist attractions that could help spur the economy; many of these tourists may be attracted to the area for short stays in the region. The Lakefront, parks, open space, agriculture character, wineries, Lily Dale and other unique attractions, make this a unique destination point. Economic Development goals include:

**GOAL 1 - To strengthen and improve opportunities for business and industrial development in the region**

**Policy 1.1 - To recognize the importance of the "food/agriculture" industry in the region**

**Action 1.1.1 - Co-operation in developing a viticulture center should begin between the state, SUNY, Brock University in Canada, local farmers and wine makers and the Taschenberg Grape Laboratory. The existing Laboratory should be encouraged to expand and its role increased in encouraging the development of a wine industry in the region.**

**Action 1.1.2 - The Niagara Canada grape growers should be contacted to link the wine route in the Niagara Peninsula and to create cross border exchange of research, knowledge and marketing the wine region as a whole.**

**Action 1.1.3 - "Vendors" that serve the regional food industry should be pursued to determine the viability of establishing a business in the Chadwick Bay Region.**

**Action 1.1.4 - Local industries should be included in an on-going discussion of their needs.**

**Policy 1.2 - To encourage the redevelopment of existing industrial areas and under-utilized industrial areas**

**Action 1.2.1 - A study is currently being undertaken by the Chautauqua County IDA to determine industrial space that is available in the Chadwick Bay Region. This study should be expanded to include all abandoned/vacant, somewhat utilized, utilized or proposed industrial space in the region. The study should also be used to target potential development or re-development areas for industrial development.**

**Action 1.2.2 - The acreage and reusability of vacant industrial space should be fully studied; the use of these areas should be encouraged before other areas for development are considered. Commercial real estate brokers should be consulted to develop a strategic marketing plan for this vacant space. The appearance of industrial areas should be improved through site plan controls that impact building appearance, landscaping, access and signage.**

**Action 1.2.3 - ISO certification is essential for industries to compete in the global economy. The municipalities and officials should determine potential ways to work together to encourage local industries to receive this certification.**

**GOAL 2 - To provide a "one stop shopping" environment for potential developers and industries**

**Policy 2.1 - To develop a "regional center" that would house offices from all development interests (IDA, Planning, Economic Development, Building Inspection, etc.)**

**Action 2.1.1 - The role of a regional government that is responsive to community involvement and needs should be explored. A detailed study on how to set up this regional government should be conducted to clearly illustrate offices that could be consolidated and services that could be shared. The study should also focus on the mechanisms necessary to implement the regional government. The regional government could employ people or agencies offering any development approval (planning, zoning, building inspectors, economic development) and result in a regional approach to economic development: funding and grant writing and establishing liaison with entrepreneurs, established businesses, land developers and real estate professionals. The formation of a regional development corporation, or the use of an existing one (e.g. Progress Park) that oversees all development in the Chadwick Bay Region should also be considered. The regional council of mayors/supervisors should continue to meet to discuss regionalization of government and services.**

**Action 2.1.2 - Representation and "community identity" should be maintained on the municipal level. This would result in positions that represent "neighborhoods" which, at present, are municipal boundaries.**

**Policy 2.2 - To reduce the "layers of government and red tape" that new industries experience in the Chadwick Bay Region**

**Action 2.2.1 - The communities should develop a "pro business" climate and attitude. This should be aggressively marketed to businesses and industries in an attempt to increase the economic base of the region.**

**Action 2.2.2 - All communities are encouraged to develop cooperation among all levels of government (local, county, state). An agreement should be considered by the municipalities pledging their commitment to work together to ease the development process.**

**Action 2.2.3 - A letter writing campaign should be initiated to the State legislature that outlines the need for reducing the levels of government in New York State. While the State government has begun to reduce some of the "red tape", additional efforts are needed.**

**Policy 2.4 - To establish sources of financing, market research, training and facilities to encourage entrepreneurship and the creation or attraction of small industries in the ten to twenty employee range where negotiations can occur directly with owners to facilitate the decision making process**



**GOAL 3 - To promote tourism as an economic development potential for the region**

**Policy 3.1 - To recognize the potential linkages between the north and south portions of the County through tourism promotion**

**Action 3.1.1 - A new community/museum/visitor/arts center should be constructed in downtown Dunkirk with direct access to the waterfront. Existing historic structures along Route 5 could be used as part of the facility or to facade the facility. This could create a "northern" focus for tourism around the waterfront and create an opportunity for shopping/restaurant facilities to develop.**

**Action 3.1.2 - An annual spring music festival should be incorporated into the new arts center. Cooperation could be sought from SUNY Fredonia, Chautauqua Institution, Fredonia Opera House and the new community center in Dunkirk.**

**Action 3.1.3 - The City should develop a sculpture garden along the waterfront and Central Avenue to create a common element or theme. By encouraging students from SUNY Fredonia to donate art work, the cost may be minimized and the opportunity to display work is increased.**

**Policy 3.2 - To make efficient use of land and manage the growth of the community to foster a socially, economically, environmentally and culturally healthy and sustainable living environment**

**Action 3.2.1 - Vineyards are among the highest percentage of land use in the Chadwick Bay Region. The character of the "grape county" should be promoted to allow communities to capitalize on the uniqueness of this region.**

**Action 3.2.2 - An annual multi-cultural festival should be developed and coordinated with the clubs in the City of Dunkirk. By encouraging their participation, the clubs could become open to the public and help people learn and understand other cultures. This could also help to weave the ethnic tapestry so that all feel included, thereby promoting the sense of "community."**

**Policy 3.3 - To protect and improve the natural, scenic and historic amenities of the region and recognize their importance to the residents of the area and to the tourist industry**

**Action 3.3.1 - Specific waterfront commercial development at the Dunkirk pier head should strive to attract waterfront related uses: dive shop, boat excursions, etc..**

**Action 3.3.2 - Visitors should be encouraged to extend their visits by supplying a variety of recreational uses and seasonal housing to meet their specific needs.**

**GOAL 4 - To attract smaller (20-50 person) industries that provide employment opportunities to residents in the region**

**Policy 4.1 - To attract new semi and skilled jobs that help retain young professionals in the region**

**Policy 4.2 - To improve the economic climate to encourage local entrepreneurship in the region**

**Policy 4.3 - To develop a threefold economic growth program targeting industry, tourism and agriculture to enhance the growth of existing industries and attract new, related companies to the area**

**Policy 4.4 - To realize economic opportunity through cooperation with existing industries, revitalization and attraction of related industries**

**GOAL 5 - To promote the development of the Chadwick Bay Industrial Park as the focus of industry in the region**

**Policy 5.1 - To ensure adequate access to the Park**

**Policy 5.2 - To recognize this area as the future industrial development location and encourage all communities to promote it as such**

**GOAL 6 - To provide job training to underemployed and unemployed residents in the Chadwick Bay Region**

**Policy 6.1 - To encourage educators and employers to provide job training opportunities to residents in the region**

**Action 6.1.1 - Evening training courses should be offered to the under-employed and unemployed of the Chadwick Bay Region. Special programs, designed in conjunction with the local industries, could be sponsored by BOCES, JCC or the Private Industry Council (PIC).**

**Action 6.1.2 - Determining the specific needs of employers in the Chadwick Bay Region is essential to ensure that future training results in qualified workers. The local industries that have discussed the need for more appropriate training should meet, along with representatives from the IDA, municipal officials and the PIC, to develop a training course that targets their specific needs.**

**Action 6.1.3 - Schools and businesses should begin to directly interact and communicate their needs to each other. This partnership may help to create better education and training programs to serve residents.**

**Goal 7 - To ensure essential household and family commercial needs are met**

**Policy 7.1 - To encourage neighborhood shopping areas that could include small grocery/convenient stores, laundromat, restaurants, etc. within residential neighborhoods**

**Policy 7.2 - To encourage the revitalization of the existing commercial cores**

**Action 7.2.1 - The communities should restrict the expansion of commercial strip development and encourage design improvements to existing commercial strip areas. This could be accomplished with updated land use regulations and incentives included in the zoning ordinance of each community.**

**Action 7.2.2 - The existing CBD's in Dunkirk and Fredonia should be improved with streetscape re-development and appropriate landscaping. Design standards should be developed for each of the municipalities to guide this re-development. The design standards could also consider improvements to storefronts and buildings in the CBD.**

Action 7.2.3 - Off street parking should be encouraged in all commercial areas. The parking areas should be screened and designed to minimize their visual impacts. Directional signage to off-street parking should be included and complement other signage in the CBD.

## ***Municipal Services***

Updated, adequate municipal services can be an important attraction to potential developers in a region. By ensuring that sewer, water, cable, etc. are accessible in development areas, a community illustrates its commitment to future development and growth. The following outlines the goals, policies and actions that should be implemented for municipal services in the Chadwick Bay Region:

**GOAL 1 - To provide infrastructure to support sustainable economic development and an urban growth boundary**

**Policy 1.1 - To determine need for future water and sewer districts**

Action 1.1.1 - The urban growth boundary should be the limit for high density or intense development in the Chadwick Bay Region. This urban growth boundary, clearly defined for the area, should be adopted, in principal, by all communities.

Action 1.1.2 - To ensure the future efficiency and service within the communities, the City and Village should consider looping the existing water mains. If feasible, this could minimize disruptions in future service.

Action 1.1.3 - A coordinated storm water management plan should be prepared for the area; as upgrades are made to the systems, storm and sanitary sewage should be separated to ensure appropriate treatment. During heavy rains, there is sometimes flooding in various parts of the study area. By dealing with storm water on a regional basis, many of these problems may be corrected or avoided in the first place. As new development occurs in the area, coordinating of storm water drainage should be considered.

## **.3 The Changing Regional Economy**

The Chadwick Bay Region's regional economy is rapidly evolving. The nature of the area's industrial base has diminished; heavy industrialized steel plants, foundries and mills that once predominated in Dunkirk have closed or have significantly reduced their operations. Highways have replaced rail and shipping as the dominant means of transportation, thus eliminating the significance of Dunkirk as an active port City. Downsizing has had a serious impact on the community and its residents; many displaced by job elimination have sought work in other areas, while others with strong ties to the area have been forced to accept lower paying jobs.

While agriculture has declined in the region and many farms have been sold or ceased production, there are still more active farms in Chautauqua County than any other county in New York State. Vegetable production has declined over the past decade, but Chautauqua County still produces more than half of New York State's grapes and captures a significant portion of the dairy industry.

The food processing industry has taken on increased significance in the area and employs a large segment of the region's population. Processors including Cliffstar and The Red Wing Company, Inc. have all expanded in recent years and plan on staying and growing in the region.

On a national level, employer's expectations are changing; they now demand more from their employees to compete successfully within the global economy. These increased expectations have affected the residents of the Chadwick Bay Region. Regional employers cited that they need workers with more education, more skills, more training than ever before and they need local residents to welcome this challenge. The labor pool is available within the Chadwick Bay Region. With proper training and increased educational and internship opportunities, the residents of the region can take advantage of the job opportunities that exist.

## **.4 Economic History**

The Chadwick Bay Region has a history of economic diversity; each municipality was uniquely developed based upon its economic contribution to the region. The City of Dunkirk developed as a shipping port in the early 1800's due to its natural harbor and grew steadily as lake trade within the harbor increased. The first settler on the shore of the harbor was Samuel Chadwick in 1809; the harbor was later to become known as Chadwick's Bay. When the City was selected as the western terminus of the New York and Erie Railroad in 1837, land speculation resulted in massive residential and industrial development. Between 1850 and 1851, the population of the City swelled from 3,000 to 15,000. Immigrants arrived in huge numbers from Ireland and Germany to gain employment in railroad construction; the Brooks Locomotive Works employed 3,000 men and produced 382 train engines at its peak in the year 1901. By 1928, the Locomotive Works had shut down. However, major corporations established themselves in the City that employed thousands of workers. Some of these corporations include Alco Products, Inc. (a new division of Brooks Locomotive Works), the Niagara Mohawk Steam Electric Plant, Roblin Steel's continuous casting steel billet plant, Ralston Purina Company and Al Tech Specialty Steel extrusions plant.

The Town of Dunkirk, encompassing the City on both east and west borders, developed primarily to serve the City of Dunkirk as a "bedroom" community. Most residents who settled in the Town were employed in the City of Dunkirk. The Town of Pomfret, the largest town in the Chadwick Bay Region, encompasses and surrounds the Village of Fredonia. The Town's economic history is rural in nature; much of the Chadwick Bay Region's finest grape and vegetable growing farmlands are located in Pomfret and extending into Fredonia. Historically, agriculture produced on the lands of Pomfret was sold and/or traded in the Village of Fredonia.

The Town of Portland and the Town of Sheridan also credit their history to the quality and productivity of their agricultural land. The Town of Portland is renowned for the quality of its Concord grapes while the Town of Sheridan has historically produced grapes and fresh produce.

## **.5 The Economy Today**

Many of the economic "building blocks" of the Chadwick Bay Region are still in place. For example, there are more active farms in Chautauqua County than any other County in New York State and the region continues to provide over half of the Concord grapes produced in New York. However, the region's economic base has evolved in most areas.

Population in the Chadwick Bay Region, and the County as a whole, has experienced a decline between 1980 and 1995; without the opening of the Lakeview Shock Incarceration Facility, the population would have declined by about 1,400 people. This decline can be attributed in part to a significant loss of industry; a Sector Analysis of Chautauqua County reveals a reliance on manufacturing, particularly the manufacturing of durable goods. This reliance is more than three times the average of New York State as a whole. In 1992, manufacturing represented 30% of personal income in Chautauqua, a decrease of almost 11% from 1980.

The service sector has doubled since 1970, representing almost 20% of personal income in Chautauqua County. The rise in the traditionally low-paying service sector, combined with a loss in the manufacturing sector, can be interpreted as less disposable income for Chautauqua County residents. The following charts provide a portrait of the employment market by sector and the distribution of personal income throughout the county.

### Percentage Representation of Personal Income Chautauqua County

Industry	1970	1980	1990	1991	1992
Ag. Services, Forestry, Fishing	0.4%	0.3%	0.5%	0.6%	0.5%
Mining	0.1%	2.4%	0.8%	0.5%	0.3%
Construction	5.7%	4.2%	4.9%	4.3%	4.2%
Manufacturing	39.7%	40.5%	31.7%	30.6%	29.9%
Non Durable Goods	7.4%	8.8%	7.3%	7.7%	8.0%
Durable Goods	32.3%	31.7%	24.5%	22.8%	21.9%
Transportation & Public Utilities	5.7%	5.4%	5.3%	5.4%	6.0%
Wholesale Trade	3.3%	4.3%	3.9%	3.6%	3.6%
Retail Trade	11.7%	9.6%	11.0%	11.1%	11.0%
Finance, Insurance & Real Estate	3.5%	2.9%	3.1%	2.9%	2.6%
Services	10.8%	14.0%	19.0%	19.8%	20.2%
Total Private Non-Farm Income	80.6%	83.7%	80.5%	78.7%	78.6%
<b>Government &amp; Government Enterprises</b>					
Federal, Civilian	1.2%	1.3%	1.0%	1.1%	1.2%
Military	0.3%	0.2%	0.2%	0.2%	0.2%
State and Local	13.7%	12.7%	16.4%	17.9%	18.1%
Totals	15.1%	14.2%	17.7%	19.2%	19.5%

Source: US Bureau of the Census

While data from the U.S. Census and the Department of Labor Statistics is vital to the study, it does not provide a site-specific portrait of the Chadwick Bay Region. To understand the area in more detail, information was gathered by completing personal interviews with key local employers in the area. The interviews provided major local employers a forum to discuss the current economic realities that affect their business and what they feel needs to be accomplished to make the economic climate more amenable. Most people contacted were enthused and willing to provide candid information; names and speculative details were kept strictly confidential. The observations made, based only on the interviews, include:

Most major employers, particularly locally owned businesses, would like to remain in the Chadwick Bay Region as long as it is financially feasible.

The local IDA was cited as an extremely beneficial and helpful organization that has assisted many of the employers in question. The IDA offers incentive packages and financial benefits that are competitive with almost every other region.

The high technology ceramics-based industries that have begun to influence the Chadwick Bay Region should become a major focus of an economic development strategy; according to the survey 86% believe that incentives should be offered to attract high technology industry. These companies would likely have an interest in expansion as they are growing successfully in the area. Entrepreneurial opportunities catering to the needs of the ceramics industry should also be developed.

Proximity to Pennsylvania, where taxes and utility costs are lower, is affecting the competitive nature of some employers; the investment capital of many New York firms is now significantly lower than Pennsylvania competitors.

Many complained about cooperation with Conrail; they were portrayed as a highly inflexible organization.

Home values within Chautauqua County are lower than Erie County and significantly lower than the rest of New York State; this statistic has been consistent since 1970 and the difference has become more dramatic between 1980 and 1992. Home values fluctuate considerably within the Chadwick Bay Region, the highest home values reported in the Village of Fredonia and the lowest reported within the City and Town of Dunkirk.

A distinct market for "vacation" homes exists in Chautauqua County; the southern portion of the county is currently capitalizing upon this market and developing the lands surrounding Lake Chautauqua.

Commercial development should grow commensurate with moderate population growth in the Chadwick Bay Region; an increase in tourism, spurred by Dunkirk waterfront development initiatives, should invoke a need for more commercial space.

## **.6 Employment Characteristics**

The unemployment rate for Chautauqua County (Jamestown-Dunkirk MSA) was reported to be 6.3% in January of 1996. This rate has shown consistent improvement, falling from 8.3% in 1992 and 6.6% in 1993. This rate is consistent with the average unemployment rate in New York State.

Chautauqua County employment growth between 1980 and 1995 has been primarily within the Service sector, where over 3600 jobs were gained. The Wholesale and Retail sectors also experienced a significant gain of approximately 2,000 jobs. Government grew by 900 positions, Transportation and Public Utilities increased by 500 positions and the Construction sector gained 200 jobs.

Sector decreases within Chautauqua County were reported in the Manufacturing sector, which report a loss of 1,900 positions between 1980 and 1995; this loss translates into an 11.9% overall decrease in the Manufacturing sector and dealt the County a particularly hard blow because of its overall dependence on manufacturing as a source of personal income.

## *Income and Poverty Status*

The 1990 poverty rate for Chautauqua County was reported to be 16%; this rate is higher than the New York State average of 11.2%. Census tracts that comprise the Chadwick Bay Region report a 1990 combined average poverty rate of 14.3%. Poverty rates for the individual communities vary greatly; the Town of Sheridan reports a 5.8% while the City of Dunkirk reports 18.7%, Fredonia reports 15.6%, Pomfret reports 15.6% and the Town of Dunkirk reports 11.4%.

Income rates specific to each municipality, Chautauqua County, New York State and the United States can be summarized as follows:

### **Income Rates - By Municipality** The Chadwick Bay Region, New York State and United States

Area	1989 Per Capita Income	1990 Mean HH Income	% Change from 1979
City of Dunkirk	\$10,172	\$25,021	48.8%
Town of Dunkirk	\$13,099	\$35,582	65.6%
Town of Pomfret	\$11,757	\$31,054	71.6%
Village of Fredonia	\$11,550	\$30,535	71.6%
Town of Portland	\$11,480	\$34,382	73.5%
Town of Sheridan	\$12,822	\$36,535	75.2%
Chadwick Bay Region Average	\$11,692	\$31,766	66.6%
Chautauqua County	\$11,267	\$29,410	72.7%
New York State	\$16,501	\$44,121	N/A
United States	N/A	\$37,005	N/A

Source: US Bureau of the Census and peter j. smith & company, inc.

## *Economic Constraints*

Despite its many assets and strengths, the Chadwick Bay Region has experienced a loss of people and jobs over the last decade. Some of the more relevant statistics gathered by the U.S. Bureau of the Census illustrate the following:

- a 5.1% loss in population between 1980 and 1990 compared to a 2.5% increase for New York State;

- a 1990 mean household income of \$31,766 compared to the New York State mean of \$44,121;

- a poverty rate of 15.3% compared to New York State's 12.7%;

- a 32.3% increase in NYS Social Services income maintenance expenditures County-wide;

- a decline in the average wage of County workers as a percentage of the State average wage in all industry sectors between 1980 and 1990; and

- the loss of 1,950 manufacturing jobs since 1983.

While the unemployment rate for Chautauqua County is relatively low (6.3% as of January 1996), most of the new jobs created since 1980 have been in the Service, Wholesale and Retail sectors, positions which typically pay less than manufacturing jobs. The Manufacturing sector showed a loss of 1,950 positions between 1980 and 1993 (or 11.9%). The Finance, Insurance and Real Estate sector declined more than 13% since 1991. The substantial number of business and industry closings in the Chadwick Bay Region, with accompanying job losses, is shown below. The last three companies listed remain open but have reduced their workforces by the number of jobs shown.

**Loss of Jobs  
Chautauqua County**

BUSINESS	YEAR CLOSED	JOBS LOST
Firestone Retread Shop	1983	10
Koch's Brewery	1985	65
Kraft Foods	1986	320
True Temper	1986	200
Roblin Steel	1986	200
Plymouth Tube	1986	50
Meadowbrook Dairy	1987	15
Great Lakes Color Printing	1990	350
King Windows	1991	15
Alumax Extrusions	1993	185
Ferranti Packard	1994	75
M. Wile (Intercontinental Branded Apparel)	1996	
Al Tech Specialty Steel Corp.	N/A	380
Dunkirk Radiator Corp.	N/A	70
Special Metals Corp.	N/A	15
<b>TOTAL</b>		<b>2,150</b>

Source: Chautauqua County Chamber of Commerce



## ***Current Initiatives***

Despite negative statistics and economic constraints, the Chadwick Bay Region has established new economic development over the past twenty years. The agricultural base has propagated food processing companies with a significant presence in the region. Historic Fredonia is the region's leader in higher education with the excellent reputation of SUNY Fredonia. The following outlines in detail some of the most significant trends and strengths in the region today:

### **Location as an Advantage**

The manner in which industry transports, stores and handles goods has changed; this change could benefit the Chadwick Bay Region and other strategically located regions nation-wide. As businesses search for new areas to maximize profits, they have discovered that warehousing goods throughout their service area decreases the efficiency of delivering their product to the consumer.

The Chadwick Bay Region lies within an 8 hour travel radius from markets serving more than 80 million people. The Buffalo/Toronto trade region is the fifth largest market in North America; the City of Dunkirk ranks as the fortieth largest trade destination for trucks that cross the international border from this Buffalo/Toronto port. Other top trade destinations from the Buffalo/Toronto port include Cleveland, Ohio (Number 5), Pittsburgh, Pennsylvania (Number 28), Erie, Pennsylvania (Number 30), Chicago, Illinois (Number 32) and Cincinnati, Ohio (Number 41). The majority of haulers en route to these destinations pass through the Chadwick Bay Region.

### **Reputation of SUNY College at Fredonia**

In 1996, Money magazine ranked SUNY Fredonia 5th in the Northeast and 37th in the nation in its list of "best college buys". The list is compiled according to the quality of the educational programs and the cost. The college has also consistently ranked in the upper two tiers of best universities in the country as ranked by U.S. News & World Report.

SUNY Fredonia represents a major hub of cultural activity in the area. The Rockefeller Arts Center hosts over 160 arts events annually, with a total attendance of over 60,000. Events include concerts and plays and art exhibits by academic departments and student groups, as well as visiting speakers, musical ensemble, performing arts and visual arts. The Rockefeller Center recently began hosting some performing in the Fredonia Opera House and hopes to work with the facility in the future to expand the performance season of the Opera House to year-round status. Since 1981, the college has also been the summer home of the Buffalo Bills of the National Football League.

The cultural and educational events at the University provide an asset to residents of the region and serve as an attraction for visitors outside of the region.

### **Ceramics Industry/High Tech Potentials**

Dunkirk International Ceramics and Glass (DICG) is a high-technology recycling firm; the company represents the Chadwick Bay Region's first link with the Ceramics Corridor stretching along Route 17 between Dunkirk and the City of Corning, New York. DICG selected Dunkirk in part because of the availability of a large vacant shell industrial facility, and in part because of its proximity to Alfred University: the Center for Advanced Technology specializing in Ceramics.

Dunkirk International Ceramics and Glass currently employs 65 people in the region and anticipates future expansion and a need for more workers. Representatives from the company assert that more "players" in the ceramics industry could be successful in the region. The company expressed a need for businesses that currently produce raw material for their product (specifically soda lime glass) to locate in the region. From a sales perspective, representatives feel that existing businesses in the region could be using DICG product if they understood the economic advantages and benefits of their product.

#### Grape Research

The Taschenberg Laboratory Grape Experimental Station is an extension of Cornell University and the Geneva Experiment Station. Originally established in Chautauqua County in the early 1920's, the station has been located at its current site on E. Main Street in the Village since 1960. The station conducts research typically on grapes indigenous to the Chautauqua County area, most notably Concord grapes. Approximately 10 people are employed full-time in research and up to 15 seasonal workers work for the Laboratory.

The products of research are primarily directed toward farmers; the goal is to train and educate farmers to earn greater profit. Major research accomplishments at the Laboratory have included development of improved pesticide application methods; improved control of major grape insect, disease and weed pests; and the advancement of improved training systems such as the Geneva Double Curtain. Current investigations include the development of high-density vineyard plantings; mechanization of pruning and shoot positioning; biology control and the long term effects of insects and diseases on vineyard productivity.

Representatives at the Center believe that the Experimental Station is an economic development tool because they teach farmers how to grow more efficiently to produce a larger crop; therefore, the farmers generate more money by producing more, not charging more for their product.

#### Chadwick Bay Industrial Park

The Chadwick Bay Industrial Park, located in the Towns of Dunkirk and Sheridan, is in direct proximity to Chautauqua County Airport at Dunkirk and is the only industrial park in the Chadwick Bay Region. At this time, Browning-Ferris Industries is the only tenant located in the Park; the 288-employee Ralston Purina company adjoins the Industrial Park in the Town of Dunkirk. The Industrial Park currently offers the following to potential tenants:

- 100 acres of industrially-zoned raw land;
- full service by water and sewer infrastructure;
- fiber optics capability;
- direct proximity to the Chautauqua County Airport at Dunkirk;
- direct proximity to two rail lines: Conrail and Norfolk & Western Railroads; and
- central location in the Chadwick Bay Region.

The Industrial Park is a fully-serviced, intermodal site offering easy access to air, rail and water transport. The only missing feature of the Industrial Park is good highway access. Trucks in the area must use local roads that are not suited to heavy truck traffic.

### Local Economic Development Efforts

The six Chadwick Bay communities have recognized the need for a local economic development group to spearhead development initiatives in the region. A private local development corporation (LDC) is currently being formed with representatives from each community, including bankers and others with knowledge and expertise in economic matters. The LDC will be seeking status as a "501C3" corporation, which would make contributions tax deductible. These efforts are a positive step towards addressing the challenges and opportunities posed by the changing economy of the Chadwick Bay region.

### Tourism Development

Political leaders within Chautauqua County are beginning to fully understand the economic significance of tourism initiatives. In 47 of the 50 U.S. States, tourism is currently the number one industry. In an effort to capture this significant tourist market and strengthen the bond between the northern and southern portions of the County, the region is developing a focused tourism strategy. Specific strengths to be promoted include the Fredonia Opera House, the Dunkirk Harbor, expanding sport fishing market, connection with southern portion of the County, Lilydale and the Dunkirk Historical Society.

### Renovation of Train Station in Downtown Dunkirk

The Dunkirk Train Depot, located on Main Street in the City, was originally constructed in the early 1920's and serviced passengers travelling between New York City and Chicago. The train stop was abandoned in 1967 and the station was purchased by Conrail in 1973. Since the abandonment of the station, train travellers must connect with Amtrak passenger trains in Buffalo, New York; a complementary bus service sponsored by Amtrak currently transports passengers to the Buffalo station. Pressure for a more efficient service has come in large part from the students at SUNY Fredonia seeking a simpler way to visit home.

Completion of the train station renovation is scheduled for June of 1996. Upon completion, passengers would be able to connect with one Amtrak train daily which travels direct between New York City and Chicago. The renovation of the station was funded in large part by the New York State Department of Transportation and in smaller part by the City of Dunkirk.

## .7 The Economic Community

Chautauqua County still relies heavily on manufacturing, particularly the manufacturing of durable goods. This reliance is more than three times the average of New York State as a whole. In 1992, manufacturing represented 30% of personal income in Chautauqua County, a decrease of almost 11% from 1980. The Chadwick Bay Region is accessible to a broad range of natural resources and intermodal transportation systems that make industrial development an attractive option within the region. The largest manufacturing employers in the Chadwick Bay Region are:

### Top Manufacturing Employers: The Chadwick Bay Region

Employer	Product	# of Employees
Al Tech Specialty Steel	Stainless and Specialty Steel Products; bar, rod, wire, extrusion, tools, steel	731
The Red Wing Company, Inc.	Food Processing	400
Fieldbrook Farms Ice Cream	Ice Cream Products	398
Cliffstar	Food Processing	350
Niagara Mohawk	Electric Power Generation	340
Ralston Purina	Pet Foods	270

Source: Chautauqua County Chamber of Commerce

### High Technology

The Chadwick Bay Region has entered the age of high technology by establishing a link along the "Ceramics Corridor". This corridor extends from Alfred University (nationwide leaders in ceramics technology), along Route 17 and currently terminates at the City of Corning, NY. The region can begin to build on the strengths of the following:

#### Dunkirk International Ceramics and Glass

Dunkirk International Ceramics and Glass (DICG) specializes in Conversion Technology: this technology is defined as the development and manufacture of advanced materials in the field of abrasives, specialty glass and ceramics. In simpler terms, the company recycles used television picture tubes to produce by-products that can be sold to numerous international industries. The company considers itself a leader in the emerging generation of companies offering innovative technologies and advance products which also uniquely address ecological concerns.

Dunkirk International Ceramics and Glass currently employs more than 60 people and expects to expand significantly over the next five years. Conversations with Ceramics professionals indicate that the outlook for new development in the field is limitless and much opportunity exists for the Chadwick Bay Region to become a larger player in the market.

### Fiber Optics Technology

In other areas of potential high technology development, the Chadwick Bay Region can market two existing fiber optics rings with direct links to major node cities which makes secure, high speed data transmission possible. Other data services already available in the region include Video-Conferencing Stand Alone Information Processing Services, Datapath, DIALAN and Local Area Network Systems. Voice services include Integrated Services Digital Network (ISDN), Digital Centrex, Electronic Key Phone Systems and PBX phone systems.

Fiber optic cable connects all of the communities served by the Chautauqua & Erie Telephone Corporation; C & E has entered into a coalition with all of the Western New York Telephone Companies to install, operate, maintain a state-of-the-art fiber optic network. This network is a 141 mile long ring that connects the companies and the communities they serve.

### High-Technology Park

The Chadwick Bay Region Infrastructure Development Strategy completed in June 1995 proposes a High-Technology oriented business park located due north of the SUNY Fredonia Campus and bounded by Central Avenue and Route 98 West. By locating near the University, the relationship between existing high-tech companies and the University could be strengthened. A University-sponsored incubator space could provide technical assistance for start-up high-technology enterprises. Service oriented operations that serve the needs of tenants in the business park are also a possibility; day care, restaurants and fitness facilities are examples of service industries that could be successful in the park.

## *Institutional*

Like many communities, the Chadwick Bay Region depends on quality institutions to provide valuable services and employ local residents. Some of the most significant services and employers that impact the Chadwick Bay Region are described below:

### State University of New York at Fredonia

This State University, founded in 1826 as the Fredonia Academy, offers a full range of liberal arts and science programs; the school is best known for its Fine Arts program, but is rapidly becoming known for its biological and natural science concentrations. The 226 acre Campus is surrounded by wooded areas and enhanced by architectural structures built by internationally acclaimed architect I.M. Pei.

Total enrollment at the school has decreased slightly since the SUNY tuition increases; current enrollment is approximately 4800 undergraduate and graduate students. Approximately 50% of students live in off-campus housing. Nearly one-third of SUNY Fredonia students come from Erie County, more than the 23% of students that come from Chautauqua County. 11% of students come from Monroe County and 4% of students come each of Niagara, Cattaraugus, Onondaga and Suffolk Counties. Wayne, Wyoming and Nassau Counties comprise less than 3% of the total student population.

Trends in freshman enrollment over the past ten years include a significant increase in students choosing Educational Studies (particularly Elementary Education and Speech/Hearing Education), strong and steady enrollment in Fine Arts, Natural Sciences and Social Sciences, and a steady increase in students selected the Humanities as a concentration. The most significant decreases have been in the fields of Business Administration and Computer Science.

The School has an extensive internship/apprenticeship program that places students with various public and private agencies within the region and in the City of Buffalo.

#### Brooks Memorial Hospital

Brooks Memorial Hospital provides health care services to more than 60,000 residents of the Chadwick Bay Region each year. The facility employs more than 500 people; most of which are residents of the region. Constructed nearly 100 years ago, the facility has in recent years begun major expansions of outreach programs and outpatient facilities. A new Dialysis Clinic, Diagnostic Imaging and Radiology Department, and new computerized equipment for Ultrasound and Nuclear Medicine are all in development at this time.

#### Jamestown Community College

While the main campus for Jamestown Community College is located in Jamestown, there is a small branch located in the Town of Dunkirk. The two-year college offers three degrees: Associate in Arts (A.A.), Associate in Science (A.S.) and Applied Associate in Science (A.A.S.). The college also offers Certificates in five one-year programs: Information Processing, Computer Art and Design, Office Technology, Early Childhood and Computer Assisted Design/Numerical Control.

#### Chautauqua County Home

Located in the Town of Dunkirk and employing nearly 250 people, the Chautauqua County Home provides geriatric services for the elderly residents of the County who are no longer capable of providing for themselves. Demand for the facility is great and is likely to remain at a high level for the foreseeable future.

#### Dunkirk Conference Center

The Dunkirk Conference Center provides a 110 acre natural outdoor setting for both campers and conferees. Originally founded in 1922 as a leadership training center for Sunday School teachers, the Center has evolved into a multi-purpose facility. The season runs from May through October for overnight camping and retreats; day meetings can be scheduled year-round at the winterized Pilgrim Lounge.

The Center currently hosts annual retreats for the Greater Buffalo Youth Orchestra, the Professional Women Writers Association, the Resource Center of Jamestown and Upward Bound of SUNY Fredonia.

### Top Service Producing Employers

Employer	County Ranking	Product	# of Employees
Chautauqua County	2	Public Service	1200
SUNY College at Fredonia	5	College/Graduate Education	745
Jamestown Community College	6	2 Year Education	635
Brooks Memorial Hospital	7	Health Care Services	550
Chautauqua Opportunities	10	Human Services	436
Dunkirk City Schools	12	Education	355
Fredonia Central Schools	14	Education	290
Lakeview Shock Incarceration Facility	15	Medium-Security Prison	250
Chautauqua County Home	18	Nursing Home	220

Source: Chautauqua County Chamber of Commerce

### Agriculture

Approximately 42% of Chautauqua County's land area is agricultural land. While the loss of farms over the past twenty years has been significant, agriculture still represents a significant portion of the Chadwick Bay Region economy. Chautauqua County leads all other Counties in New York State in the number of farms according to the 1994 New York State Agricultural Statistics; 1,875 farms in total. The county ranked sixth in the market value of all products sold. The value of all farm products sold in Chautauqua County increased by 12% between 1988 and 1992; the State-wide average was barely 7%.

According to the Cornell Cooperative Extension, the Farm Value of products produced in Chautauqua County is \$93,000,000 annually. The multiplier effect creates an approximate \$250,000,000 annual economic benefit to the County. In comparison, the tourism industry has a \$200,000,000 impact on Chautauqua County.

While Chautauqua County had more farms than any other County, the average farm size is below the State average; this statistic can be explained by the large number of part-time grape farms in the County which tend to have less acreage than other types of farms.

Chautauqua County crop sales are broken down as follows: \$20.7 million in fruits, primarily grapes, \$3.8 million in vegetables, \$2.3 million in nursery products, \$1.2 million in hay, silage and grain.

The grape acreage in Chautauqua County accounts for more than 51% of the grape acres in New York State. The County ranks fourth in dairy farm numbers in the State and eighth in the total value of milk sold. Vegetable acreage has dropped by 30% in the County while the Statewide average was 7%.

The estimated county-wide farm payroll in Chautauqua County region in 1992 was \$9.5 million; 786 farms hire some labor and some 4,189 workers full and part time. Total capital investment in farm equipment is estimated at \$375 million. Statistics specific to the Chadwick Bay Region are not available.

Annual agriculture reports released by the Farm Bureau indicate that farmland owners receive about \$.25 cents of services for each \$1.00 of taxes, while the ratio for urban landowners is more like \$1.20-\$1.40 per dollar of real estate taxes. The services offered by the Cooperative Extension, in order to remain competitive, must have access to research based on information and training on new sciences and technologies.

## ***Tourism***

In 1994, travel and tourism contributed \$417 billion dollars to the U.S. economy. Travel and tourism is the third largest industry in the United States and the second largest employer. The Chautauqua-Cattaraugus-Allegheny region is the smallest in the State in terms of tourism activity, accounting for 1.4% of statewide tourism employment. In the Chadwick Bay Region the categories of heritage, educational and recreational tourism all have great potential for expansion and future success.

### **Heritage Tourism**

Heritage tourism is defined as traveling to historic and cultural attractions to learn about the past in an enjoyable way. According to the National Trust for Historic Preservation, visitors to historic sites stay an average of a half-day longer and spend an average of \$62.00 dollars more per day than other travellers.

Motorcoach travel is the number one growth market for heritage tourism. The convention market is also seen as one of the emerging markets for heritage sites. Cultural attractions such as art museums or science centers predict significant increases in attendance in 1996. The primary reason for increased visitation includes new programming, events or exhibits. Specific heritage-based tourism attractions in the Chadwick Bay Region include:

#### **◆ Fredonia Opera House**

This historic facility dates to the mid-nineteenth century and was completely renovated and restored in 1994. The renovation process was funded privately and thousands of volunteer hours contributed to the effort. The Opera House currently offers limited programming throughout the year. Theater and musical performances are often in conjunction with SUNY at Fredonia; the Opera House also sponsors movies for the general public on a weekly basis.

#### **◆ Dunkirk Historical Society**

The Dunkirk Historical Society sponsors both a historical museum located on Washington Avenue in the City and an Alco-Brooks Railroad Display located at the Chautauqua County Fairgrounds. The official 1994 Annual Report estimates that only 1000 visitors were attracted to the under-utilized facility at the Museum and Railroad Display; 19 states and two foreign countries signed the guest register. School tours by school, civic and religious groups are currently the most popular source of visitors.



The Museum features original paintings, photographs, clothing and displays of regional historic relevance; local industrial history, Civil War memorabilia, harbor and locomotive relics and a historical library are all available for viewing. The Alco-Brooks Railroad Display features significant historic trains including the Boston and Maine #444, the Delaware & Hudson wood-sided box car #22020 and other local railroad artifacts. The Historical Society recently purchased a Pullman Sleeping Car that will be on display at the Fairgrounds in the Summer of 1996.

◆ **Barker Historical Museum**

Located at 20 East Main Street in the heart of the Village of Fredonia, the Barker Historical Museum is celebrating a full century of service; the Museum is connected to the Barker Library which circulates over 130,000 items annually. The facility is located in the former Barker homestead which was originally built in 1821. The Barker Museum showcases historical clothing, furniture, reading material and memorabilia representative of Fredonia's extensive history.

◆ **Dunkirk Lighthouse and Veterans Museum**

The Dunkirk Lighthouse and Veterans Museum is an official National Historic Landmark. The fully volunteer operation provides accurate historic information to visitors regarding the maritime history of the Dunkirk region. The season runs April through November and admission charges are \$4.50 for adults and \$1.00 for children; volunteers provide a tour included in the admission price.

The original light was first established on Point Gratiot in 1827; the light worked in tandem with a pierhead beacon to guide ships to the safety of the Dunkirk Harbor. The existing stone lighthouse structure was developed in 1875. The lens was imported from France and stands 82 feet above lake level. A covered passage connects the light tower to the two story eight room stick style keepers dwelling. A Veterans Museum consists of 10 rooms of display - five rooms represent each branch of service: Coast Guard, Marine Corps, Navy, Army and Air Force. The other rooms honor the lighthouse keeper, maritime history, and wartime heroes.

**Educational Tourism**

Educational tourism has also become increasingly popular in the United States, particularly for older people with the disposable income to travel. The Chautauqua Institution, located in the southern portion of the County, is a strong tourism and educational asset to the County as a whole. The Institution is the lead tourism generator in Chautauqua County and draws many visitors onto which other more localized attractions and events can "piggyback". The Institution also complements and reinforces the attractive draw of other amenities by providing an added reason to visit the County and offering additional entertainment opportunities.

◆ **Chautauqua Institution**

The Chautauqua Institution began as an open-air summer school for Sunday School teachers. The Institution now provides wide-ranging cultural, educational, religious and recreational experiences for people of all ages. These programs are offered in the setting of a Victorian lakeside community, now designated as a National Historic Landmark.

The Institution's properties occupy 800 acres which includes the lakeside community, an adjacent golf course, and other nearby lands. The main property totals approximately 360 acres; the main focus of activity occurs during a nine-week summer period extending from late June to August each year. Individuals, families, couples and groups in attendance take part in various summer school programs; these include recreation, musicals and artistic performances. Participants may also sit in on lecture series featuring well-know experts and leaders in areas of topical interest. Some significant statistics about the Institution include the following:

Approximately 70% of households visiting the Institution have incomes of more than \$50,000 and 16% earn more than \$100,000

75% percent of visitors to the Institution are from outside of Chautauqua County

More than 80% of visitors to the Institution are college graduates; 50% is the figure for all summer vacationers in New York State

The average length of stay by visitors at the Institution is 3.5 days

An estimated 1,800 to 2,000 jobs in the County area attributable to the visitor activity and income impacts generated by the Chautauqua Institution

It is estimated that the Chautauqua Institution generates as much as \$55 million in direct annual spending in Chautauqua County. Approximately 20% of these direct income benefits flow to the Institution, another 35%-40% to private businesses at the Institution, and the remaining 40% or more to businesses and households elsewhere in the County.

#### ◆ Lily Dale Assembly

The Lily Dale Assembly is located near Cassadaga in the Town of Pomfret; the community represents the largest population of spiritualists in the United States. Visitors to the Assembly can visit available spiritualists for a "reading" or working session. Lily Dale also offers seminars, workshops and lectures on relevant topics relating to spiritual and motivational topics. Lily Dale offers its programming during the twelve weeks of summer, but visitors can visit at any time during the year to consult with a community spiritualist.

#### Recreational Tourism

#### ◆ Dunkirk Harbor/Waterfront

The Dunkirk Harbor represents one of the region's strongest potentials for generating tourists. There are three official parks designated along the Dunkirk waterfront: Point Gratiot, Memorial Park and Wright Park; the parks offer swimming and passive recreational opportunities for residents and tourists. Numerous boating opportunities exist at the Dunkirk Harbor and along Route 5.

Dunkirk Harbor remains relatively ice-free for fishing during the winter months. Anglers fishing from the pier or from boats in the harbor during this period can find generous quantities of rainbow, brown trout and coho salmon.

#### ◆ Sport Fishing Industry

Chautauqua County offers many diverse fishing opportunities that can be further promoted. Lake Erie, Chautauqua Lake and Cassadaga Lake are the County's major fishing resources; these areas are complemented by numerous small lakes, ponds and streams. Bass, trout, walleye, crappie, muskellunge and perch are abundant in County waters. Chautauqua Lake has unofficially been dubbed "The Muskie Capital of the World", while the Lake is also. Bass season begins the first Saturday in May and runs through November 30th.

#### ◆ Lake Erie State Park

Located along Route 5 in the Town of Portland, Lake Erie State Park offers camping, fishing, hiking and swimming opportunities to visitors. The park has hundreds of campsites and more than a dozen cabins where visitors can experience the natural beauty of the region.

### **Commercial**

"Community" commercial development exists in the Chadwick Bay Region along Route 60 and Vineyard Drive proximate to the Exit 59 Interchange of the New York State Thruway; 43% believe this type of development should be encouraged in the area. An estimated 500,000 square feet of retail food and restaurant space has been developed thus far, and a number of proposed projects are pending construction at this time. "Community" commercial development is defined as a commercial area that serves as a regional "destination point" for shoppers. Continuing the development of this commercial corridor could preserve the aesthetic character of other major corridors in the Chadwick Bay Region, while allowing the entire region to benefit economically from commercial development. The Route 60/Vineyard Drive Corridor can also help to develop downtown Dunkirk and Fredonia as commercial destinations offering a unique shopping experience.

## **.8 Government and the Community**

The function of a local municipality as collector and distributor of public funding is one of its most important roles. An explanation of these methods of collection and distribution are outlined in the following paragraphs.

### **.1 Taxation**

The following section outlines some of the most relevant information related to taxation and tax assessment in the Chadwick Bay Region. The information in this section is intended to provide a general illustration of the similarities and differences in taxes between the communities that comprise the region.

## ***Taxation***

Every municipality must be cautious about overburdening certain sectors of the economy and certain segments of the population with taxes. For example, approximately three quarters of the property taxes paid in conjunction with agricultural and forested land support educational and social services in the region. Tax pressures on agriculture and forestry often force the break-up of property into smaller operating units or destroys economic incentive for the continuation of these lands. Once lost and subdivided, these lands are lost forever and cannot contribute to the tax base in the same manner. Another consideration is the growing elderly population in the region; tax assessment procedures must reflect the inability of those who subsist on a fixed income to support the services

Accurate market value ensures that fully served, unused land enters the market rather than remaining idle as speculative investment. In addition to increasing revenue, proper market value discourages "strip development" that increases demand for water and sewage services when fully serviced land lies unused.

There are currently 5 distinctions of land parcels or "roll section" in the Chadwick Bay Region; they are defined as follows:

- Fully Taxable - residential, commercial or industrial parcels subject to standard taxation
- Special Franchise - NYNEX and other selected utilities subject to lesser assessment
- Utilities - parcels owned by utility companies subject to lesser assessment
- Railroad - parcels owned by railroad companies and subject to lesser assessment
- Wholly Exempt - primarily religious parcels and agricultural districts all fully exempt from taxation

There is only one tax rate for residential, commercial and industrial parcels in the region; the "roll sections" are obliged to pay the same rates of taxation, with the exception of the Wholly Exempt category.

The following chart illustrates taxation activity in the municipalities between 1994 and 1996:

### Tax Roll Distribution 1994-1996

Municipality	# of Fully Taxable Parcels			# of Special Franchise Parcels			# of Utility Parcels			# of Railroad Parcels			# of Wholly Exempt Parcels		
	1994	1995	1996	1994	1995	1996	1994	1995	1996	1994	1995	1996	1994	1995	1996
Fiscal Year															
City of Dunkirk	6250	6243	6218	7	7	7	64	63	63	4	4	4	446	440	442
Town of Dunkirk	915	904	904	7	7	7	51	51	51	6	6	6	51	50	46
Town of Pomfret (including Village of Fredonia)	5631	5696	5745	22	22	22	96	96	94	8	8	8	274	276	276
Town of Portland	2744	2784	2800	21	21	21	71	60	60	29	29	29	86	87	87
Town of Sheridan	1955	1963	1964	28	28	28	59	59	60	7	7	8	55	56	56

Source: Municipal Tax Summary

Based on taxation activity since 1984, Pomfret (which includes the Village of Fredonia), Portland and Sheridan appear to be the fastest growing communities as the number of their fully taxable parcels has increased steadily over the past three years. The Town of Dunkirk, however, has experienced much commercial growth over the past three years; much of this development is not fully included on the tax rolls because special tax incentives were granted to many of these new developers. This land will be fully taxable ten years after initial development. Increased development in Pomfret, Portland and Sheridan is almost exclusively residential; both stick-built and manufactured homes have experienced significant growth in the area. New subdivisions are growing in the Village of Fredonia, manufactured homes in the Town of Pomfret, second or "vacation" homes have developed in the Towns of Portland and Sheridan. The City of Dunkirk has experienced a declining residential and industrial base over the past three years.

The number of wholly exempt parcels has remained stable in all of the communities since 1984. Fluctuations in the number of wholly exempt parcels is usually explained by agricultural districts being added or removed from the tax rolls.

The following table illustrates the total taxable values of land in each of the communities; currently equalization rates apply to each of these values:

### Total Taxable Values 1994-1996

Municipality	Assessed Total			Taxable Values - County			Taxable Values - Town		
	1994	1995	1996	1994	1995	1996	1994	1995	1996
Fiscal Year									
City of Dunkirk	346,944,300	346,944,300	343,381,477	291,096,207	291,096,207	287,887,174	288,504,038	288,490,639	285,229,540
Town of Dunkirk	34,132,433	32,897,977	33,162,069	28,516,259	28,217,402	28,402,070	28,634,793	28,322,526	28,402,070
Town of Pomfret (Including Village of Fredonia)	169,215,416	177,673,492	178,854,601	112,994,771	120,907,200	122,020,842	112,867,101 (Total Taxable Village Amount: 76,131,680)	113,259,668 (Total Taxable Village Amount: 72,431,724)	121,937,247 (Total Taxable Village Amount: 78,009,093)
Town of Portland	209,199,267	210,879,485	213,518,307	105,897,683	107,879,485	110,173,769	106,308,883	108,320,185	110,614,469
Town of Sheridan	46,752,320	129,991,194	130,674,633	35,795,787	112,282,039	111,755,633	35,785,315	111,966,539	111,444,002

Source: Municipal Tax Summary

Total taxable values have risen slightly or remained stable in every community in the region except the City of Dunkirk, whose values have declined slightly. The figures should not be compared against one another because each municipality uses a different equalization rate to determine the values of their properties; the different rates make the values of each community appear very different. For example, the numbers in Sheridan appear to have tripled between 1994 and 1995. A revaluation of property occurred during these two years that appears to have tripled the value of property in Sheridan; at the same time the overall tax rate dropped to compensate for the new full valuation.

The following chart illustrates the percentage of land that is tax-exempt in each community:

### Percentage of Land Exempt By Community 1994 - 1996

Municipality	Percentage of Land Wholly Exempt From Taxes		
	1994	1995	1996
Fiscal Year			
City of Dunkirk	13.6%	13.8%	13.9%
Town of Dunkirk	14.2%	11.8%	11.6%
Town of Pomfret (including Village of Fredonia)	31.3%	29.8%	29.6%
Town of Portland	46.8%	46.5%	46.1%
Town of Sheridan	9.6%	7.1%	7.1%

Source: peter j. smith & company, inc.

The Town of Portland has the greatest percentage of exempt land on its tax rolls; the municipality has both largest land area in the region and the most amount of exempt property. Significant exempt parcels in Portland include the Lakeview Shock Incarceration Facility, Lake Erie State Park and a large portion of recreational land owned by SUNY Fredonia. Portland also has a large number of agricultural districts, particularly in vineyard agriculture. The Town of Sheridan, which also has a large land area, has a relatively small amount of tax exempt land. This exempt land is primarily in agricultural districts.

### *Tax Assessment*

Arguably the most important local government function in the Chadwick Bay Region is the use of tax assessment procedures to direct development in a manner that best serves the residents of the region. Assessed valuation represents a percentage of the total value of a property (land, buildings and other improvements) determined for the purpose of local property taxation. In some communities, commercial property is taxed higher than residential property, and apartment houses are taxed higher than single-family houses; the Chadwick Bay Region uses one tax rate for all types of property. The current property value is determined by examining recent sales of comparable property, available data on property improvements and property income yield.

### *Equalization Rates*

An equalization rate, set annually by New York State for each municipality, is also applied to each property before the final assessment is complete. The equalization rate is defined as the average percentage of the full value at which the local assessor is assessing all taxable properties in a municipality, as determined by New York State. The rate is used to equitably apportion the tax burden throughout the state. Other uses include determining constitutional limits on local taxing and borrowing powers in each municipality, and the determination of assessments on agricultural land in agricultural districts.

New York State submits a tentative equalization rate for each municipality in January based on the previous year's tax roll; the final rate, which may be altered if protested by a municipality, is issued in June. Between June and October, the State computes a "factor of change" defined as the difference between the current and previous years tax roll. In October, the State submits a County advisory rate that is usually identical to the figure used for the January tentative equalization rate.

Current equalization rates in the Chadwick Bay Region for the year 1996 include:

City of Dunkirk:	36.97
Town of Dunkirk:	37.11
Village of Fredonia:	35.10
Town of Pomfret:	35.10
Town of Portland:	97.43
Town of Sheridan:	126.92

The closer an equalization rate is to 100, the more recent a housing revaluation has been completed to represent the most accurate value of property within the municipality. New York State offers State Aid to communities that complete a successful revaluation. This Aid, equivalent to approximately \$3.00 per revaluated parcel, acts as an incentive for communities to keep their valuations current.

Communities such as Dunkirk and Pomfret who have "low" equalization rates have also maintained an acceptable "coefficient of dispersion". An acceptable "co-efficient of dispersion" is between 10% and 15%; this means that when a community uses the equalization rate set by the State, the actual market value of the property is no more than 15% away from the assessed value of the property. In these cases, a revaluation is not necessary because properties are considered as being taxed equitably.

The City and Town of Dunkirk and the Town of Portland are currently in the process of revaluating their municipalities; the new figures will be completed by 1998.

### ***Current Tax Rates***

Current tax rates in the Chadwick Bay Region are listed below:

#### **City of Dunkirk**

1996 City Tax Rate:	\$ 32.70/\$1000 assessed value
1996 County Tax Rate:	\$ 26.17/\$1000
1996 School Tax Rate:	\$ 48.26/\$1000

#### **Town of Dunkirk**

1996 Town Tax Rate:	\$ 7.14/\$1000 assessed value
1996 County Tax Rate:	\$ 18.40/\$1000
1996 School Tax Rate:	\$ 48.40/\$1000



### Village of Fredonia

1996 Village Tax Rate:	\$ 25.35/\$1000 assessed value
1996 County Tax Rate:	\$ 29.00/\$1000
1996 School Tax Rate:	\$ 49.78/\$1000

### Town of Pomfret

1996 Town Tax Rate:	\$ 2.38/\$1000 assessed value
1996 County Tax Rate:	\$ 29.00/\$1000
1996 School Tax Rate:	
Cassadaga:	\$ 49.03/\$1000
Brocton:	\$ 44.76/\$1000
Fredonia:	\$ 47.26/\$1000

### Town of Portland

1996 Town Tax Rate:	\$ 3.64/\$1000 in assessed value
1996 County Tax Rate:	\$ 10.05/\$1000
1996 School Tax Rate:	
Brocton:	\$ 16.13/\$1000
Fredonia:	\$ 44.76/\$1000
Stockton:	\$ 17.69/\$1000
Westfield:	\$ 16.45/\$1000

### Town of Sheridan

1996 Town Tax Rate:	\$ 5.21/\$1000 in assessed value
1996 County Tax Rate:	\$ 4.34/\$1000
1996 School Tax Rate:	
Fredonia:	\$ 12.84/\$1000
Dunkirk:	\$ 14.15/\$1000
Forestville:	\$ 11.68/\$1000
Silver Creek:	\$ 10.80/\$1000

To compare the amount of taxes that would be paid in each community, a property with a market value of \$100,000 would generate a different amount of taxes. The following illustrates the breakdown of taxes by community:

### City of Dunkirk

City Taxes:	\$1208.92
County Taxes:	967.50
School Taxes:	1784.17
Total Taxes:	\$3960.59

### Town of Dunkirk

Town Taxes:	\$ 265.00
County Taxes:	683.00
School Taxes:	1796.50

Total Taxes (excluding special districts): \$2744.50  
(excluding special districts)

### Village of Fredonia

Village Taxes:	\$889.76
County Taxes:	1790.00
School Taxes:	1747.63
Town Taxes:	83.19
Total Taxes:	\$3738.16

### Town of Pomfret

Town Taxes:	\$ 83.53
County Taxes:	1017.90
School Taxes:	1650.29
	(approximate average)
Total Taxes:	\$2751.72
	(excluding special districts)

### Town of Portland

Town Taxes:	\$ 354.65
County Taxes:	979.17
School Taxes:	2314.69
	(approximate average)
Total Taxes:	\$3648.51
	(excluding special districts)

### Town of Sheridan

Town Taxes:	\$ 661.25
County Taxes:	550.83
School Taxes:	1568.73
	(approximate average)
Total Taxes:	\$2780.81
	(excluding special districts)

### Special Districts

Special districts offer specific services that a user must pay for if he/she lives in the specified district; examples of special districts include sewer, water, fire protection and lighting. The following special districts apply to the communities of the Chadwick Bay Region and are paid in addition to the total tax figure illustrated in the preceding section:

**Town of Dunkirk:**

2 Fire Protection Districts  
1 Lighting District  
6 Sewer Districts  
2 Sewer/Water Districts  
5 Water Districts

**Town of Pomfret:**

2 Fire Protection Districts  
5 Sewer Districts  
3 Water Districts

**Town of Portland:**

1 Fire District  
2 Fire Protection Districts  
2 Lighting Districts  
3 Sewer Districts  
3 Water Districts

**Town of Sheridan:**

1 Fire District  
1 Fire Protection District  
2 Lighting Districts

When special districts are considered as a part of the overall tax bill, the amount of taxes paid by each municipality (City, Village or Town) become more evenly distributed.

***Other Current Tax Issues***

The Dunkirk Common Council has signed an agreement to end an assessment dispute with the Niagara Mohawk Power Corporation over the assessment of the Dunkirk Steam Station.

The agreement set the assessment on the station for the years 1993 through 2001. The City and Chautauqua County will pay more than \$8 million in refunds to Niagara Mohawk based on the reduced assessments; the County will pay the entire refund up front while the City will make five annual payments. Should Niagara Mohawk fail to live up to its agreement and keep the plant open through 2001, any unpaid refunds from the City will be forfeited and the County will be owed liquidated damages.

The public has expressed concern over the decision; many have commented that fixing Niagara Mohawk's assessment at a set rate through 2001 and exempting the company from the current revaluation project was unfair to city taxpayers, especially senior citizens. If Niagara Mohawk were to relocate, however, the impact of the loss of employment would have more far-reaching implications.

**.2 Budgeting**

A municipal budget can be defined as a financial plan that correlates specific revenues and expenditures and serves as a basis for decisions and future expenditures. Budgets within the Chadwick Bay Region are prepared annually; these budgets present the previous fiscal year's financial data, estimates of revenue and expenditures for the current year and recommendations for the coming year.

New York State procedure for preparing budgets requires that estimates of expenditures be made prior to establishing tax rates and prescribe procedures to be used regarding surpluses or deficits, tax yields, tax delinquencies and emergency appropriations. The purpose of the New York State procedure is to prevent local deficits and extravagance.

### *City of Dunkirk*

The City of Dunkirk has retained a relatively balanced budget over the past three years; tax rates have also remained stable since 1994. The lack of capital funds for new development projects, however, was cited as an obstacle to getting all of the most important things accomplished in the City. There are three funds in the City: General, Sewer and Water. The Sewer Fund has been difficult to stabilize independently since its inception; the General Fund often subsidizes the deficit that inevitably surfaces each year. The revaluation of the Niagara Mohawk Steam Station will affect the revenues derived by the City; an slight increase in the City tax rate will probably occur in 1997. The stability, growth or decline of Fieldbrook Farms Ice Cream (formally Dunkirk Ice Cream) could also affect the future of the City's revenue stream.

### *Village of Fredonia*

The Village of Fredonia has three separate funds: General, Water and Sewer and Highway. The General fund has retained the same tax rate for the past three years. The Sewer Fund, which had retained the same rate since 1991, was increased for the 1995-96 budgetary year. The Water and Sewer fund has had a shortage for several years; money has been transferred from other funds to make up for this shortage. Overall, appropriations for the Water and Sewer fund have decreased slightly because enough revenue cannot be generated to cover annual costs. The water fund is currently being used to replace a 12" water line on route 20 which will extend from Village line to Village line; the cost for replacing this line is estimated at \$900,000.00. Applications for funding to cover the costs of this new line were completed and submitted to the US Department of Housing and Urban Development (HUD) and the Appalachian Regional Commission (ARC); \$200,000.00 has been committed from the ARC and HUD did not fund the project.

The Village has begun to examine composting as an alternative to expensive sludge disposal fees. A consultant feasibility study was completed in 1994; regional composting throughout the Chadwick Bay Region was recommended and is still being investigated.

Other significant issues which may affect future budgets in the Village are increasing State retirement costs, an uncertain future for State-appropriated utility tax subsidies, an overall lack of economic growth and cutbacks at SUNY Fredonia which have affected the overall real estate market. New construction has declined in the Village over the past year. If houses decline in value and take longer to sell, the overall property tax base could be affected.

### *Town of Dunkirk*

Much of the retail and residential growth in the region is occurring in the Town of Dunkirk; the overall Budget is healthy and the future outlook is positive. The Town of Dunkirk is currently going through a revaluation process; the cost of this process has increased the General Fund temporarily. The Town also incurred some major building expenses in 1994 that increased this area of the General Fund temporarily. A major renovation to the Town Office building, a new septic system, an addition to the Highway Barn including a new heating system are some of the expenses contributing to this temporary increase.

A one-time accounting change which transferred the cost of police insurance and public safety to a new line in the General fund also created a temporary fluctuation in the General Fund. The purchase of a backhoe in 1995 was the only major equipment expenditure in the past three years; these purchases are usually made in full with no repayment of debt service.

### *Town of Pomfret*

The Town of Pomfret has adopted a proactive attitude toward planning and budgeting; long range vision is also an important characteristic of the Town budgeting process. The Supervisor requests a "wish list" each year from the Board and works toward achieving as many of these goals as possible. There are three funds in the Town: General, Highway, and Highway Outside the Village. Any major equipment purchases are cash transactions; any surplus from the annual budget goes to a reserve fund to maintain these major purchases.

The Town has invested in many capital projects over the past three years. Offices has been computerized and a new excavator was purchased. Revenue is increasing in the Town every year primarily because of an increase in sales tax revenues and the assessed values of property. Tax rates have actually been reduced over the past two years; sewer charges at Lilydale have also been reduced.

Future planned improvements in Pomfret include the acquisition of land to develop more playgrounds and recreational outlets for children, the widening of Webster Road, storm damage repair, and the computerization of the Building Inspector's office and the Highway Department. More money will be set aside for planning, as well as a potential sewer and water extension along the Route 60 corridor. The overall future vision for the Town of Pomfret includes the retention of rural character, the concentration of industrial development in the Chadwick Bay Industrial Park, and helping to create a new future for agriculture in the Chadwick Bay Region.

### *Town of Portland*

The Town of Portland operates three funds: General, Highway and Highway outside the Village. Overall rates have remained the same in Portland over the past three years and these rates are expected to remain stable over the next three years. The Town has set aside funding in the Budget to develop a new Town Hall; the Hall is currently under construction and scheduled for completion in Spring 1997. Budgetary concerns in Portland include the high cost of repairing and repaving the extensive road system; the Town maintains over 60 miles of roads. The current Budget allows for the repaving of approximately 1 mile of road per year and approximately 7 to 8 miles of rechipping and resealing. Future Budgetary considerations in Portland might include the dedication of funding to preserve and enhance the existing Historical Museum in Portland. The museum currently receives no appropriations at this time.

### *Town of Sheridan*

The Town of Sheridan has replaced over 60% of its highway over the past five years; this figure is far more than usual and has contributed to high costs in the Streets Department over the past several years. The Town is currently paying a debt service to cover the costs of highway equipment for road repair. Administrative costs for culture and recreation are considered high and Sheridan is looking to consolidate these costs with other communities in the Chadwick Bay Region. Future budget improvements or policy statements should address that there is no money set aside for future infrastructure improvements in the Town.

## **.9 Municipal Services**

Municipal services often help to attract industrial, commercial and residential development to an area. Business people are looking for areas that are serviced by water, sewer, fiber optics (cable, telephone) and gas. Residents are also interested in these services to determine their costs of investing in a community; for example, a new homeowner may want to determine if he/she are required to dig a well or install a septic system and leach fields. The following summarizes the municipal services that are available in the Chadwick Bay Region study area.

### **.1 Water**

Three public water systems, operated by the City of Dunkirk, the Village of Fredonia and Village of Brocton, service the study area; two private systems in the Town of Portland also service residential areas. The following summarizes the public systems.

#### ***City of Dunkirk***

The City operates a conventional flocculation/sedimentation process water treatment plant with the following characteristics:

Plant Capacity - 8 million gallons per day (mgd)

Current Demand - 3.5-4.0 mgd

Plant Expansion Capacity - 10 mgd

Notice of Consent - none

The treatment plant has a zebra mussel problem and in June of 1994 implemented control procedures.

The City's water distribution system services the City of Dunkirk and the following areas:

West along Route 5 through the Towns of Dunkirk and Pomfret to Van Buren Bay, including the County Home

Along Route 60 to the Village of Fredonia in the Town of Dunkirk

Portions of Vineyard Drive, Roberts Road, Franklin Avenue and Urban Road in the Town of Dunkirk

Middle Road in the Town of Dunkirk and Sheridan to the Chautauqua County Airport at Dunkirk

Progress Drive in the Towns of Dunkirk and Sheridan

East along Route 5 in the Towns of Dunkirk and Sheridan to just past Scotts Creek

In the Town of Portland, Water District 2 is served by the City of Dunkirk water system. This includes the Greencrest area and Van Buren Point. The district includes a 100,000 storage tank and pumping station.

The water system maintains adequate pressure throughout the system through a series of elevated water storage tanks and has a minimum static pressure of 55-60 pounds per square inch (psi) at the furthest extension of the system at Van Buren Bay.

In general, this system has additional production capacity and a virtually limitless source of water. Expansion of the system is limited by existing pipe sizes and localized water pressure. Both constraints can be overcome with the installation of new transmission mains, pump stations and water storage tanks.

### *Village of Fredonia*

The Village of Fredonia operates a conventional flocculation/sedimentation process water treatment plant, located in the Town of Pomfret with the following characteristics:

Capacity - 2.5 mgd

Current Demand - 1.4-2 mgd

Water Source - Fredonia Reservoir

Safe Yield Capacity of Reservoir - 1.94 mgd

Notice of Consent - none

The Village's water distribution primarily services the Village of Fredonia with small extensions in the following areas of the Town of Pomfret:

Routes 610/73 north of the filtration plant

Webster Road to the water tower including Laona Hamlet

County Route 74 west of the Village

Eagle Road east of the Village

Chestnut Street to the NYS Thruway

Route 20 to Route 60

Route 60 north from Route 20

The Village water system is a gravity feed system, fed by a 24 inch and two 12 inch water transmission lines, originating at the filtration plants.

The system is approximately 100 years old, and generally provides adequate service. Some residential areas of the village are serviced by only a 4 inch water line. The water pressure within the system is good with an average static pressure of 45 psi near the BOCES complex and 120-130 psi within the Village.

Currently, the Village water system has a small excess production capacity. The water filtration plant is expandable and the water pressure in the system is good. System expansion is limited by the safe capacity of the reservoir and localized size of the water distribution pipes. The Village is seeking grant money to fund improvements to the water lines to enhance service within the Village.

Pennsylvania Avenue, located in the north/east corner of the Town of Sheridan is serviced by an extension of the Village of Silver Creek's water system.

### *Village of Brocton*

The Village of Brocton operates a public water system that services the Village. The water works and reservoir are located off Ellicott Road in the Town of Portland. The surface water supply is obtained from three impounding reservoirs (Brocton, Ripley and Burr) off Slippery Rock Creek. A secondary water supply from Bear Lake can be pumped into Slippery Rock Creek.

Plant Capacity - 1,000,000 gpd

Current Demand - 500,000 gpd

Notice of Consent - none

The water system in the Village is a gravity fed system; there are no pumping stations as part of the system. Water pressure in the system ranges from 120 psi at the North end of the system (Peerless Street) to 65-120 psi in other areas of the Village; there are no pressure problems with the system at this time.

The Village system was constructed in 1932. There have been no upgrades to the water treatment plant, but almost all mains have been replaced; the treatment plant could be expanded with new slow sand filters, storage tanks and larger settling basins. The final three mains will be replaced in the near future. Excess capacity in the system is approximately 500,000 gpd.

Districts 1 and 3 in the Town of Portland are served by the Village of Brocton. This includes areas east and west of the Village on Route 20. Water District 1 extends as far west as the Portland hamlet and includes the residences in this portion of the Town.

The Town is currently exploring the possibility of providing water along Route 5 west of Greencrest. Two options are being considered. The first would be an extension of the Greencrest lines down Route 5 west; this would tap into the City of Dunkirk system. The alternative would be to tap into the Village system and run a line down Lake Avenue to Route 5. If the City of Dunkirk option were used, a pump station would be required.

### *Village of Cassadaga*

The Village of Cassadaga operates a public water system that serves Lily Dale and the JobCorps site in the Town of Pomfret. Water is fed from a pond in Cassadaga to two deep wells located at the end of Maple Avenue in the Village. Water is then pumped to the service areas from the pump house located at the well site .

Plant Capacity - 160,000 gpd

Current Demand - 130,000 gpd

Notice of Consent - none



In addition to Lily Dale and JobCorps, Cassadaga's water system serves the entire Village and extends to roughly 10 properties just outside the Village boundary. The water system was installed in 1923 and consists of seven miles of water line. Some side streets are still served by 1-inch lines, which are being replaced with 6-inch pipe. There are no problems with water pressure.

The Village has received a 'chlorine waiver' from the County, since weekly water samples have shown the well water to be pure enough. An engineer is currently preparing plans to find a third well site at a location different from the others in case the existing wells should become contaminated.

## **.2 Sewer**

The study area is served by two public sanitary sewer systems operated by the City of Dunkirk and Village of Fredonia. A private sewage disposal system services the community of Lily Dale in the southern most portion of the Town of Pomfret; the Town is seeking grant money to assist with making improvements to the system.

### ***City of Dunkirk***

The City of Dunkirk operates a sewage treatment plant located in Wright Park, which has the following characteristics:

Permitted Plant Capacity - 6 mgd

Theoretical Plant Capacity - 9 mgd

Current Demand - 4 mgd (average)/20 mgd (peak during heavy rainfall)

Serves combined sanitary and storm sewer system

Point of Discharge - Lake Erie

Notice of Consent - none

The City sewer system is a combined sanitary/storm system, and services the City of Dunkirk and the following outlying areas:

West along Route 5 to the County Home

East along Route 5 to Scotts Creek in Sheridan

East along Progress Drive to the Chautauqua County Airport at Dunkirk in the Towns of Dunkirk and Sheridan

East along Vineyard Drive to Route 60 in the Town of Dunkirk

In general, the City sewer system has excess treatment capacity. Limitations to expansion include the large volume of industrial waste and the future regulatory restrictions concerning combined sewer overflows.

### ***Village of Fredonia***

The Village of Fredonia operates a wastewater treatment plant located on Route 5 in the Town of Dunkirk that has the following characteristics:

Plant Capacity - 3.3 mgd

Current Demand - 2.5 mgd (average)/7-8 mgd (peak flows)

Point of discharge - Lake Erie

Notice of Consent - none

Approximately 60% of the total flows (O'Brien & Gere, 1994) into the plant are industrial waste. The Ellery and South Stockton landfills treat approximately 10 million gallons of leachate per year at this facility. The Village sewer system serves the Village of Fredonia and the following outlying areas.

Route 113 between the Village and the treatment plant

Route 5 between the Town of Portland and the treatment plant in the Towns of Pomfret, Portland and Dunkirk (Dunkirk, Pomfret, Portland Sewer District)

Lakeview Shock Incarceration Facility is serviced by the Village of Brocton sewer system

The Village sewer system is generally in good condition, but experiences infiltration during heavy rainstorms. The Village is in the process of completing Phase II improvements at the sewer treatment plant and are considering the development of a composting facility to dispose of sludge. The sewage treatment plant currently has marginal excess capacity. Limitations to expansion include the high concentration of industrial/landfill waste and stormwater infiltration.

### **.3 Solid Waste**

Solid waste disposal is the responsibility of each community in the study area. Of the six municipalities, only the City of Dunkirk provides pickup of refuse and recyclable material. Residents in the other communities either contract with private haulers for their refuse removal or deliver it themselves to the County transfer station on Webster Road in Pomfret. The private haulers most often used are Browning-Ferris Industries (BFI) and Brad's Disposal Service; some Portland residents use Westfield Disposal Service. All refuse is taken by the County from the transfer station to its landfill in the Town of Ellery.

Both municipal and private haulers also pick up a wide variety of materials for recycling including glass, plastic, tin, newspapers, cardboard, magazines and catalogs. The City of Dunkirk and the private haulers handle a portion of their recycling themselves, while the remainder is deposited at the County transfer station.

The Ellery landfill accepts most of the garbage from Chautauqua and Cattaraugus Counties. An expansion of this facility is currently underway, and County officials expect capacity to be sufficient for the next 10-15 years.

#### **.4 Electricity and Cable**

Niagara Mohawk Power Corporation supplies electricity to the communities in the study area. Niagara Mohawk operates a plant in the City of Dunkirk and is located in the central waterfront area. The company feeds power throughout the state through a state power grid; there appears to be sufficient grid capacity for expansion to meet development recommendations in the City, Village and four Towns.

Cable service is provided to each of the communities in the study area. The major companies are Time Warner (serving the City and Town of Dunkirk, Fredonia, Pomfret and portions of Portland), Adelphia Cable (serving Sheridan) and U.S. Cable (serving portions of Portland). There are two cable access channels serving the study area: Fredonia Cable Access and Public Access Channel 12 in Dunkirk.

#### **.5 Gas and Gas Wells**

Gas is available in all communities and is distributed by National Fuel. In general, there are no capacity problems with gas and there is ample room for expansion. Gas wells are located throughout the study area. Gas production appears to be a viable resource that is captured by many of the communities in the Chadwick Bay Region. While the City has no gas production, the Town of Dunkirk produces 1-5000 thousand cubic feet of gas (41 active gas wells). The Towns of Pomfret (175 active gas wells, 32 of which are in the Village of Fredonia), Portland (129 active gas wells) and Sheridan (78 active gas wells) produce between 5,000-200,000 thousand cubic feet of gas. In the Town of Sheridan, there is a large underground natural gas storage area.

### **.10 Conclusion**

This chapter examines the economic conditions of the region and the potential to service new development. Economic growth is essential to the future of the Chadwick Bay Region. By examining the history of the Chadwick Bay Region communities, they can begin to plan for their future. The economic development potentials of the region are tremendous. By working cooperatively, the communities can all experience the benefits of new development. Recognizing the future of the food industry, high technology and tourism enables the communities to make decisions that help them prosper in the future.

## 5.0 Development Plans and Design Potentials

Two areas that could see extensive development in Chadwick Bay over the next ten-twenty years are Route 5 and Route 60/Vineyard Drive. Design concepts have been completed for these two areas to illustrate ways they should develop to improve economic opportunities and provide recreation nodes that include improved signage and interpretive facilities while protecting their character. These two areas are valuable resources and should be carefully considered as development occurs.

### .1 Urban Concept Plan

The urban concept plan recognizes that three distinct locations and types of commercial and service areas should develop in the Chadwick Bay Region. These areas should maintain their own identity and character to avoid competing with each other as new development opportunities arise. The Regional Center should be a large scale mixed-use development area that includes commercial, office, residential, recreational and open space land uses; the Regional Center will likely draw from a large market area and provide services such as municipal offices, big box commercial and high density housing. The commercial center and arts center could become an anchor for development in the entire Chadwick Bay Region.

The City of Dunkirk CBD should capitalize on its location on the waterfront and attract waterfront related uses such as restaurants, boat rentals, specialty shops, etc.. The Village of Fredonia's historic and "university" character should be maintained and enhanced as future development occurs in Barker Common; this would include specialty shops, services that cater to students at the University and other services that do not interfere with the historic nature of the Village.

The development of the Regional Center along Route 60 and Vineyard Drive results in three commercial areas developing in the Chadwick Bay Region: Regional Center, Dunkirk waterfront and downtown Fredonia. These three centers create a triangle of commercial development that should be linked. This would include creating landscaped corridors that clearly indicate routes to access these various points. These linkages would include Central Avenue to link Dunkirk with Fredonia, Route 20 to link Fredonia with the new Regional Center, Main Street to link the new Regional Center with Dunkirk and Route 60 to link the Regional Center with Dunkirk.

A strong link should be created between the SUNY at Fredonia and the new Regional Center. The housing and commercial development in the Regional Center could cater to the needs of students and faculty as well as other residents in the Chadwick Bay Region; downtown Fredonia and the City's waterfront are already linked with the University along Central Avenue and this should be enhanced. Finally, links from the Dunkirk waterfront should be made to Wright Park and Point Gratiot Park along Route 5.

### .2 Route 5 Parkway

Route 5 is one of the most attractive vehicular routes in Western New York. The route parallels Lake Erie from Erie County to the Pennsylvania Border. In Chautauqua County and the Chadwick Bay Region, Route 5 is a waterfront drive that has not been overdeveloped with commercial, industrial or residential development and has the potential to be an attraction for both residents and visitors. With the proper design controls that are implemented based on these concepts, Route 5 can become a distinct parkway that offers recreational, residential and commercial opportunities. This parkway concept is not intended as the official NYS DOT parkway designation, which signifies a divided highway with no commercial traffic.

The Route 5 Parkway should combine commercial and recreational nodes of development with areas of green space that link these nodes. In Chadwick Bay, the Route 5 corridor extends from the Town of Sheridan, at the boundary with the Village of Silver Creek, to the Town of Portland and its boundary with the Town of Ripley.

In general, there are several improvements that should be considered for Route 5. Route 5 should be a "parkway" drive that has a green, open character. A proposed trail/bikeway along the entire length of Route 5 would make the Lake more accessible for pedestrians and cyclists. There are several creeks and streams that enter Lake Erie in Chautauqua County. These natural features should be enhanced by creating "creek trails" along each one. This would include "informal" pedestrian links with Lake Erie, links with the bikeway proposed along Route 5 and links with commercial nodes. These nodes become points of access to Lake Erie for residents and tourists that are designed to protect the natural character of the creeks.

There are a number of existing facilities that would be part of parkway; many of these would be enhanced as the parkway concept is implemented. Starting at the northern most point of the Parkway, these include:

- ◆ Town of Sheridan
  - Picnic Area
  - Boat Launch
  - Sheridan Bay Campground
- ◆ City of Dunkirk
  - Wright Park
  - Dunkirk Harbor
  - Point Gratiot Park
- ◆ Town of Dunkirk
  - Canadaway Creek Nature Preserve
- ◆ Town of Pomfret
  - Van Buren Bay Boat Launch
- ◆ Town of Portland
  - Lake Erie State Park

These facilities are important features along the Lake that can be enhanced to create waterfront attraction and destination. In addition, other improvements should be made to the Route 5 waterfront. Improvements that should be considered in each community include:

### ***New Development***

- ◆ **Town of Sheridan**
  - Picnic Area**
    - Information Kiosk
    - Improve Lake Access
    - Improve Picnic Facilities
  - Orientation Center**
    - Information Kiosk
    - Landmark/Arrival Sign
    - Parking
    - Picnic/Seating Area
  - Commercial Node (Center Road)**
    - Winery
    - Antiques
    - Crafts
    - Recreational/Sales Rentals
    - Restaurants
    - Fruit Stands
- ◆ **City of Dunkirk**
  - Waterfront Trail**
    - Link Wright Park and Point Gratiot Park
  - Shoreline Drive**
    - Develop Beach Promenade
    - Improve Beach Access
    - Provide Parking
  - Orientation Center**
    - Information Kiosk
    - Landmark/Arrival Sign
    - Parking
    - Picnic/Seating Area
- ◆ **Town of Pomfret**
  - Commercial Node (Pomfret/Portland Town Lines)**
    - Winery
    - Antiques
    - Crafts
    - Recreational/Sales Rentals
    - Restaurants
    - Fruit Stands

- ◆ Town of Portland
  - Commercial Node (Matthews Road)
    - Winery
    - Antiques
    - Crafts
    - Recreational/Sales Rentals
    - Restaurants
    - Fruit Stands
  - Commercial Node (North of Golf Course)
    - Winery
    - Antiques
    - Crafts
    - Recreational/Sales Rentals
    - Restaurants
    - Fruit Stands
  - Orientation Center
    - Information Kiosk
    - Landmark/Arrival Sign
    - Parking
    - Picnic/Seating Area

### *Improvements to Existing Facilities*

#### **Town of Sheridan**

##### **Boat Launch**

- Improve Access Road and Bridge/Culvert
- Improve Launch Ramp/Provide Dock
- Provide Car and Trailer Parking
- Provide Picnic Facilities

#### **City of Dunkirk**

##### **Point Gratiot Park**

- Reorganize Entry Road
- Extend Waterfront Trail

Improvements to Route 5 help create a destination point and attraction for the Chadwick Bay Region that is water-related and unique to the region. These attractions can become the anchor for regional tourism development in the region. The combination of recreational, commercial and open space uses will appeal to a variety of users and create entrepreneurial opportunities in each community. Access, both visually and physically, should be improved and tourists and residents will be encouraged to utilize this valuable resource.

## **.3 Route 60 and Vineyard Drive**

With direct access to the New York State Thruway, Route 60/Vineyard Drive is becoming one of the most heavily developed commercial areas in the Chadwick Bay Region. Over the past few years, restaurants, big box retail, hotels and automobile related businesses have developed along Route 60 and Vineyard Drive. The Route 60/Vineyard Drive area is the gateway to the Chadwick Bay Region for most travellers entering the area. As such, the character and image of this area is extremely important and should be enhanced.

The Route 60 and Vineyard Drive area should continue to experience extensive development. The Chadwick Bay Region communities recognize this and are interested in controlling and regulating the type and location of development. A Regional Center Concept plan has been developed to help guide future development in this area. The following section describes the potential development; this is a guide on and as development is proposed in the area, adjustments will be made. A detailed master plan and detailed design guidelines should be developed that clearly outlines how and where development should occur; this would help to address building massing, architecture types, streetscape improvement circulation patterns, etc..

Route 60 and Vineyard Drive would remain the main routes in the Regional Center area as future development occurs. A tree lined ring road from Route 60, designed with parking located behind buildings, would provide access to new commercial, office and residential development; a "Regional Hall" would be the focal point of the ring development and would be surrounded by a regional common green space. This could include a large lake, also used for storm water detention, public place and other information recreation areas; other smaller detention ponds could also be integrated into the Route 60 streetscape to help manage storm water. The Regional Hall would house a variety of offices that are involved in development: Chautauqua County IDA, Building Inspectors, etc..

The existing businesses would also gain access via the ring road and many of the current entrances onto Route 60 would be eliminated; this would help improve traffic flow along Route 60 and reduce the number of potential conflicts between people exiting businesses and on-coming traffic. This would be true for Vineyard Drive also. Additional landscaping should be encouraged along both Route 60 and Vineyard Drive to enhance the character of this area and define pedestrian crossings.

The existing railroad right of way on the west side of The Red Wing Company, Inc. could be used to create a direct link with Main Street in the City of Dunkirk. Clinton Street could become a cul-de-sac to ensure additional traffic would not utilize this corridor as a link between Vineyard Drive and Route 20.



## 6.0 Comprehensive Plan Implementation

This Chapter presents in chart form the actions that have been recommended as part of the Comprehensive Plan. The actions are listed in an implementation matrix which shows the time frame (short term, intermediate and on-going) and responsibility for each action. The actions are shown in the order they appear in the Plan, under the headings of the sections in which they appear: population, housing, community services, emergency services, recreation and cultural/historic resources, circulation, land use, environment, local laws, codes and ordinances, economic development, and municipal services.

ACTION	TIME FRAME	RESPONSIBILITY
Population Action 1.1.1 - Job training and entrepreneurial skills should be taught throughout high school and during secondary education; coordination between all providers is important to eliminate duplication and target specific outcomes.	O	Local schools & colleges Private Industry Council Local industries
Action 1.2.1 - Each of the communities should adopt, in principal, this comprehensive plan in order to create an atmosphere of opportunity in the Chadwick Bay Region and illustrate the commitment of municipal officials.	S	City, Village, Town Boards
Action 2.1.1 - The City of Dunkirk should organize multi-cultural festivals to celebrate the varied heritages of residents, develop a better understanding of different ethnic groups, and improve communication.	I	City of Dunkirk
Action 2.2.1 - Residents of the Chadwick Bay Region should be encouraged to complete high school or obtain their GED.	O	Not-for-profit organizations Local schools
Action 2.3.1 - The communities <u>should</u> begin to market themselves as a region by developing a promotional package and slogan.	S	Chautauqua County IDA Private Industry Council
Action 2.3.2 - The communities should develop a "web site" and "home page" that promotes and advertises the Chadwick Bay Region.	I	Chautauqua County IDA Private Industry Council

<u>Housing</u> Action 1.1.1 - Infill techniques should be used to integrate affordable housing in existing neighborhoods on existing lots.	S	City, Village, Town Boards Building Departments Planning Boards
Action 1.1.2 - Existing maintenance/rehabilitation programs in the region should be advertised and promoted. Municipalities should consider combining efforts to apply for housing rehabilitation money.	S	Not-for-profit organizations City, Village, Town Boards Municipal Community Development Departments
Action 1.1.3 - Absentee landlords should be encouraged to upgrade and maintain their properties.	S	Building Departments City, Village, Town Boards
Action 1.1.4 - An evaluation and assessment of older buildings in both downtown Dunkirk and Fredonia should be completed to determine their potential for renovation to seniors and affordable housing apartments.	I	City of Dunkirk Building Dept. Village of Fredonia Building Dept.
Action 1.2.1 - Additional units of farm labor housing should be incorporated into existing structures to the greatest extent possible.	I	City, Village, Town Boards Not-for-profit organizations
Action 1.2.2 - Efforts should be made to bring all housing units up to the current building code; this ensures a safe living environment for migrant workers currently in these units.	O	Building Departments
Action 1.3.1 - Specific marketing techniques should be taken to attract people from the Buffalo, Erie - PA and southern Erie County areas.	I	Chautauqua County IDA
Action 1.3.2 - Housing, especially mixed uses, should be encouraged in the downtown areas of the City of Dunkirk and Village of Fredonia.	S	City Council Village Board City/Village Planning Boards
Action 1.3.3 - Because of the potential to attract people from the Buffalo and Jamestown regions, the Chadwick Bay Region should begin to develop unique housing opportunities.	I	City, Village, Town Boards Planning Boards
Action 1.3.4 - The communities should explore the potential of developing retirement housing on the waterfront.	I	City and Town Boards Planning Boards
Action 1.3.5 - Through zoning, development nodes should be encouraged for middle and retirement aged community housing complexes along the shore of Lake Erie.	I	City and Town Boards Planning Boards

Action 1.4.1 - New subdivisions should consider the need for smaller lot, smaller homes for the young professional.	O	Planning Boards
Action 1.4.2 - The communities should consider preparing a "Five Year Plan" to diversify housing development for various users.	I	City, Village, Town Boards Planning Boards
Action 4.1.1 - The communities should consider forming a not-for-profit round table that would meet on a monthly basis to track and target specific housing needs that are identified in the communities.	S	City, Village, Town Boards
Action 4.2.1 - Agencies should combine their resources to better publicize their efforts in providing adequate housing in the Chadwick Bay Region.	S	Housing Agencies Not-for-profit organizations
<b>Community Services</b> Action 1.1.1 - The school boards in the Chadwick Bay Region should maintain an open dialogue to create a more cooperative working relationship among municipalities, the schools and residents.	O	School Boards
Action 1.1.2 - The schools should evaluate the potential of consolidating some services to decrease costs of operating and maintaining eight different districts that service the Chadwick Bay Region.	O	School Boards
Action 1.1.3 - A concerted effort to work with businesses, by educators at all levels, should be encouraged to target specific job training capabilities. The current school to work program at the Fredonia High School is successful and should be used as a model in other school districts.	O	Local schools and colleges Local industries
Action 1.2.1 - The Chadwick Bay Region should strive to develop a competent and technologically adaptable workforce through coordinated and appropriate training, re-education and re-training.	O	Private Industry Council Local industries
Action 1.2.2 - Programs to encourage residents to obtain their high school diplomas or equivalency should be promoted. Education programs and training should be developed so they are responsive to local needs of area industries.	O	Local schools and colleges Local industries Private Industry Council
Action 2.1.1 - A "Center for the Chadwick Bay History" should be considered in the region.	I	<u>Chadwick Bay Communities</u>

Action 2.1.2 - Fund-raising, some of which is being completed by larger libraries in the region, should be initiated for all libraries in the Chadwick Bay Region, including a "regional" grant writer.	S	Library Boards
Action 2.1.3 - The SUNY Fredonia is a resource in the region that should be promoted among all residents and visitors in the region.	I	SUNY Fredonia
Action 2.1.4 - Ideas should be shared among the libraries, in particular, fund raising and public programs being implemented by the City of Dunkirk Public Library.	S	Dunkirk Public Library Library Boards
Action 2.2.1 - The doctors, nurses and staff at the hospital, dentists and other health care providers should be encouraged to become involved in the community to promote a shift in emphasis to health promotion, disease prevention and increased individual well being. This is especially true for the elderly and lower income populations to reduce the dependency on social services in the region.	I	Health Care Providers Social Service Agencies
Action 2.3.1 - The Village of Fredonia/Town of Pomfret and Village of Brocton/Town of Portland should <u>further study</u> and consider consolidation to realize cost savings in administration, overhead, office space, etc..	S	Village of Fredonia Town of Pomfret Village of Brocton Town of Portland
Action 2.3.2 - A regional court system should be <u>considered</u> by the Chadwick Bay Region communities.	S	City, Village, Town Boards City, Village, Town Attorneys
Action 2.4.1 - The Chadwick Bay communities should <u>consider</u> working together to develop regional programs for the elderly that include social interaction, health education and volunteer opportunities.	I	City, Village, Town Boards Chautauqua County Office for the Aging
Action 2.4.2 - As the communities determine the feasibility of establishing a regional senior citizen program, the provision of bus, van or automobile services should be evaluated.	I	City, Village, Town Boards Not-for-profit organizations
Action 2.5.1 - Social service providers and businesses providing child care should consider opportunities to provide these services in facilities that support families, or include adequate child care spaces in community facilities and neighborhood based parent/child resource programs.	I	Social service providers Local businesses

Action 2.5.2 - Through local land use regulations, opportunities for start-up home day care businesses should be encouraged.	I	City, Village, Town Boards Planning Boards
Action 2.6.1 - A comprehensive study of all community service organizations in the Chadwick Bay Region should be undertaken to assess the funding, staffing and equipment available to each, in order to determine where consolidation and cooperative efforts may be beneficial.	S	City, Village, Town Boards
Action 2.6.2 - A task force, with representatives of all community service organizations, should be formed to begin the inventory process of all community social services in the region.	S	Community Service organizations
Action 3.1.1 - Increasing the presence of various organizations within the community can be accomplished by sponsoring informational booths at local fairs or festivals, operated by staff with literature/video presentations available.	I	Social Service organizations Not-for-profit organizations
<u>Emergency Services</u> Action 1.1.1 - A task force made up of local elected officials and fire department representatives should be formed to address any overlap between services provided by the local departments and the Chautauqua County Ambulance Service.	S	City, Village, Town Boards Fire Departments
Action 1.1.2 - Neighborhood based programs should be encouraged to increase safety and security in neighborhoods.	S	Police Departments
Action 1.1.3 - The communities should complete an evaluation of the police protection in the region to <u>determine potentials for consolidation.</u>	I	City, Village, Town Boards Police Departments
Action 1.1.4 - In areas of the Chadwick Bay Region perceived to be unsafe, police presence should be increased to create a sense of security.	S	Police Departments

<p><b>Recreation and Cultural/Historic Resources</b>            Action 1.1.1 - Promotion of the marinas and waterfront within the City of Dunkirk should be increased.</p>	I	City of Dunkirk
<p>Action 1.1.2 - Route 5 should be developed as a "parkway" that includes points of interest for motorists and pedestrians.</p>	I	City of Dunkirk Town of Dunkirk Town of Portland Town of Sheridan
<p>Action 1.1.3 - The feasibility of future marinas and boat launches should be further addressed and studied.</p>	I	City of Dunkirk Town of Dunkirk Town of Pomfret Town of Portland Town of Sheridan
<p>Action 1.1.4 - A two way road and improved entry points to Point Gratiot Park should be developed; traffic direction should also be reversed to create a stronger sense of entry into the park.</p>	I	City of Dunkirk
<p>Action 1.1.5 - A waterfront "promenade" should be developed to link Wright Park with Point Gratiot Park in the City of Dunkirk.</p>	I	City of Dunkirk
<p>Action 1.1.6 - A "no build zone" should be created along the entire waterfront in the City of Dunkirk to ensure that only public or water related uses are developed between Route 5 and the Lake.</p>	S	City of Dunkirk
<p>Action 1.1.7 - The Chadwick Bay Region communities should begin negotiations with land owners along the waterfront to ensure public access.</p>	S	City of Dunkirk Town of Dunkirk Town of Pomfret Town of Portland Town of Sheridan
<p>Action 2.1.1 - Upper Cassadaga and Bear Lake are two resources that should be promoted for future use. Restrictions on power boats or jet skis may be required to minimize over-use of the lakes.</p>	I	Town of Pomfret
<p>Action 3.1.1 - The communities along Lake Erie should begin to develop a bicycle/pedestrian trail along Route 5 as the main east west trail linkage.</p>	I	City of Dunkirk Town of Dunkirk Town of Pomfret Town of Portland Town of Sheridan

Action 3.1.2 - The Town of Portland has the potential to develop a high quality trail system along the abandoned rail right of way. The entire region can build upon the current Rails-to-Trails efforts and use this system as the main north south link in a regional system.	I	Town of Portland
Action 3.2.1 - Within the Town of Pomfret on the escarpment and plateau, negotiations for easements should begin to link the Town to the Rails-to-Trails efforts in the Town of Portland.	I	Town of Pomfret
Action 3.2.2 - The Towns of Pomfret, Portland and Sheridan should negotiate easements with private farmers and land owners to create local trails.	S	Town of Pomfret Town of Portland Town of Sheridan
Action 3.2.3 - Communities along the Lake should begin to negotiate "conservation" easements along tributaries and streams that flow to the Lake.	S	City of Dunkirk Town of Dunkirk Town of Pomfret Town of Portland Town of Sheridan
Action 3.2.4 - All communities should make provisions in their land use regulations to obtain park land or payment in lieu of land to meet the impacts of new development.	S	Chadwick Bay Communities
Action 4.1.1 - While the rural communities offer ample open space for development, pockets of residential development <u>may</u> include small parks to service these residents.	S	Town of Pomfret Town of Portland Town of Sheridan
Action 4.1.2 - The Town of Portland should consider the development of additional neighborhood parks to fully meet the needs of its residents.	I	Town of Portland
Action 4.2.1 - The Village of Fredonia and the Towns of Pomfret and Sheridan should consider the need for community parks.	I	Village of Fredonia Town of Pomfret Town of Sheridan
Action 4.3.1 - There are many recreational resources and facilities that can be used by the residents of the Chadwick Bay Region. These resources, including, but not limited to, SUNY Fredonia, BOCES, County Fairgrounds, Dunkirk Conference Grounds and Camp Gross, should be promoted on a regional basis.	O	Chadwick Bay Communities SUNY Fredonia BOCES County Fairgrounds Dunkirk Conference Center Camp Gross

Action 4.3.2 - Further consideration should be given to developing a more inclusive regional recreation center on the Dunkirk Waterfront. The facility, to be operated by the City, could include additional programming and facilities to the current facility at the fairgrounds.	I	City of Dunkirk
Action 4.3.3 - Expansion of the year round uses of fair grounds should be considered.	I	Community Development Departments County Fair Association
Action 4.3.4 - Sports leagues (youth, adult, senior) should be open to all residents regardless of their place of residency.	O	Municipal Recreation Departments
Action 4.4.1 - Unstructured recreation programs, including basketball, ping-pong, video games, etc., should be developed in the Chadwick Bay Region; this is especially true in the City of Dunkirk.	I	Municipal Recreation Departments
Action 4.5.1 - The Chadwick Bay communities should complete a feasibility study to determine the need for a municipally-owned regional recreation center that could be marketed for hockey, soccer or lacrosse competitions.	I	Municipal Recreation Departments
Action 4.5.2 - A comprehensive regional recreation master plan should be developed to determine the specific needs of each community and the region as a whole.	S	City, Village, Town Boards Municipal Recreation Departments
Action 5.1.1 - Appropriate public improvements for historical development should be completed; funds, in the form of existing grants or low interest loans, are available and should be sought for these improvements.	I	County Historical Society
Action 5.1.2 - Local zoning ordinances should include historic overlay districts to protect the historic homes and districts of each community.	S	City, Village, Town Boards Planning Boards
Action 5.1.3 - Design guidelines should be developed for historic districts to protect the character, buildings and streetscapes. Communities should encourage the use of off street parking for historic districts.	S	City, Village, Town Boards Planning Boards
Action 5.1.4 - Historic landmarks that reflect elements of the culture, social, economic, political and architectural history of the area should be designated as "landmarks" and protected.	I	County Historical Society



<p><b>Circulation</b></p> <p>Action 1.2.1 - Route 5 should be converted to a parkway drive that includes a new road cross section (treed or landscaped median, walkway), interpretive nodes, sculptural features and focal points at river "crossings".</p> <p>Action 1.3.1 - The Chadwick Bay Region communities should continue to seek grant money from US Department of Housing and Urban Development, Appalachian Regional Council, County Highway Department, County IDA to construct a new road for improving access to the Chadwick Bay Industrial Park.</p> <p>Action 1.4.1 - Impacts of the railway station in the City of Dunkirk should be assessed to determine potential development that could surround the facility.</p> <p>Action 1.5.1 - Route 20 should be viewed as an agricultural parkway with enhanced visitor and local service nodes; the road should remain two lanes.</p> <p>Action 1.6.1 - Circulation patterns among Dunkirk, Fredonia and the new regional center should be more clearly defined.</p> <p>Action 1.7.1 - The municipalities should encourage the planting of street trees and develop a long range program for street tree planting.</p> <p>Action 1.7.2 - The municipalities should construct and maintain sidewalks on both sides of all arterial and collector streets within the urban area.</p> <p><b>Land Use</b></p> <p>Action 1.1.1 - An urban growth boundary should be clearly defined for the region. This would encourage development on available land in the existing serviced areas.</p>	<p>I</p> <p>S</p> <p>S</p> <p>I</p> <p>S</p> <p>S</p> <p>S</p> <p>S</p>	<p>City of Dunkirk Town of Dunkirk Town of Pomfret Town of Portland Town of Sheridan</p> <p>Chadwick Bay Communities</p> <p>City of Dunkirk</p> <p>Chadwick Bay Communities</p> <p>City of Dunkirk Village of Fredonia Town of Dunkirk</p> <p>Chadwick Bay Communities</p> <p>City of Dunkirk Village of Fredonia</p> <p>Chadwick Bay Communities</p>
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Action 1.2.2 - Villages and hamlets should be the focus of additional development within designated boundary defined in local comprehensive plans.	I	Chadwick Bay Communities
Action 1.1.3 - High density housing should be encouraged near the CBD's, especially the new regional center, which <u>should</u> provide users and activity for the district to take advantage of existing services, transportation networks, etc..	S	City of Dunkirk Village of Fredonia
Action 1.2.1 - The City and Towns should review their local land use regulations to ensure that provisions for parking on the waterfront are made.	S	City of Dunkirk Town of Dunkirk Town of Pomfret Town of Portland Town of Sheridan
Action 1.3.1 - Local wineries should be encouraged to develop an outlet in downtown Dunkirk to attract visitors and residents to the City's waterfront and promote their product.	S	City of Dunkirk Chautauqua County IDA
Action 1.3.2 - Building development should not be allowed between the street and the Lake unless it is public open space such as an amphitheater, market square or water dependent use (eg. marina).	S	City of Dunkirk Town of Dunkirk Town of Pomfret Town of Portland Town of Sheridan
Action 1.3.3 - A long term re-development plan for the Niagara Mohawk power plant should be developed if production ceases at the facility.	I	City of Dunkirk
Action 2.1.1 - Vehicular traffic in the area of the new "regional center" should be re-configured to create focal points and increase the efficiency of the road network.	I	City of Dunkirk Village of Fredonia Town of Dunkirk
Action 2.1.2 - Route 60 should be viewed as main street for the entire Chadwick Bay Region.	S	City of Dunkirk Village of Fredonia Town of Dunkirk State DOT
Action 2.1.3 - Efforts should be made to maintain or develop a major <u>community center</u> in each of the three "downtowns" (Regional, City of Dunkirk, Village of Fredonia).	I	City of Dunkirk Village of Fredonia

Action 2.2.1 - Height and bulk limitations on future buildings in the two existing downtown areas should be developed to ensure the current character is not negatively impacted.	S	City of Dunkirk Village of Fredonia
Action 2.2.2 - The preservation and enhancement of the City of Dunkirk's waterfront should be encouraged as an anchor for regional wide resident and visitor amenities.	I	City of Dunkirk
Action 2.2.3 - Fredonia should be developed to enhance the "Historic" theme; this should include an historic related theme in the CBD.	I	Village of Fredonia
Action 3.1.1 - Marketing of the Chadwick Bay Industrial Park should continue.	s	Chautauqua County IDA Chadwick Bay Communities
Action 3.2.1 - <u>The Village should continue to communicate with the industry to make sure their needs are met.</u>	S	Village of Fredonia
Action 3.2.2 - Performance standards for industrial development should be included in local zoning regulations to minimize conflicts with non-industrial uses.	S	Chadwick Bay Communities
Action 3.2.3 - The communities in the Chadwick Bay Region should implement the recommendations made in the feasibility study for developing a Regional Distribution Center.	I	Chadwick Bay Communities
<b>Environment</b> Action 1.1.1 - A conservation program should be implemented to preserve plant and wildlife corridors in the Chadwick Bay Region.	I	Chadwick Bay Communities
Action 1.1.2 - Local municipalities should restrict the removal of topsoil from unique and prime agricultural lands.	S	Chadwick Bay Communities
Action 1.1.3 - The old growth forests should be protected and the communities should consider ways to enhance future hardwood forests.	S	Chadwick Bay Communities
Action 1.1.4 - Extensive development should be discouraged from the escarpment area; new proposals should be reviewed on an individual basis to determine the visual and environmental impacts on the escarpment and its character.	S	Chadwick Bay Communities

Action 1.1.5 - Wooded areas in the Chadwick Bay Region should be protected.	S	Chadwick Bay Communities
Action 1.2.1 - Development in floodplains, as mapped for each community by the Federal Emergency Management Agency (FEMA), should be discouraged.	S	Chadwick Bay Communities
Action 1.2.2 - Open space and recreation uses should be considered to enhance the riverfront in Fredonia while minimizing impacts to the floodplain.	I	Village of Fredonia
Action 1.2.3 - Development of conservation easements along stream banks and Lake Erie should be considered.	S	Chadwick Bay Communities
Action 1.2.4 - Protection of Class A streams and lakes, such as the Fredonia Reservoir, Bear Lake and their tributaries, should be a priority to protect water supplies and fish/wildlife habitats.	S	Chadwick Bay Communities
Action 1.2.5 - Approval of all shore line protection measures should be completed in conjunction with the NYS Department of Environmental Conservation.	S	Chadwick Bay Communities
Action 1.2.6 - A storm water management study should be completed on Canadaway Creek to alleviate the threats of flooding through the Village.	I	Village of Fredonia
Action 1.2.7 - Canadaway Creek should remain naturalized in the Village of Fredonia and be linked with the Nature Preserve in the Town of Dunkirk.	S	Village of Fredonia Town of Dunkirk
Action 1.3.1 - The Chadwick Bay communities should encourage the County to consider new methods for disposing of construction demolition waste and sludge composting.	I	Chadwick Bay Communities
Action 2.1.1 - The communities should recognize the uniqueness of the tender fruit and grape lands from a regional perspective and encourage further growth and expansion of this industry through land use regulations and tax incentives.	O	Chadwick Bay Communities
Action 2.1.2 - The approximately one mile wide strip on both sides of Route 20, especially those areas north of the corridor, should be protected for vineyards and as a scenic resource.	I	Chadwick Bay Communities

Action 2.2.1 - Development on agricultural land should be encouraged "in depth" rather than in strips along rural roads.	I	Chadwick Bay Communities
Action 2.2.2 - Limited non-farm development should be directed to hamlets, villages and to poorer agricultural lands identified as rural.	O	Chadwick Bay Communities
Action 2.2.3 - Intense development should be encouraged to remain within the designated urban growth boundary area.	O	Chadwick Bay Communities
Action 2.2.4 - A regional farmers' market, developed as a multi-use permanent facility that offers amenities such as entertainment and fast food, should be developed.	I	Chadwick Bay Farmers
Action 2.2.5 - Local farmers should explore the development of a local co-operative to extract and process grape juice.	I	Chadwick Bay Farmers
Action 2.2.6 - Entrepreneurship and cottage industries should be encouraged in the production and sale of wine juice for home wine making.	O	Chadwick Bay Farmers
Action 2.2.7 - Municipalities should allow for the expansion of road side stands and a broader range of products including non-local produce and crafts.	I	Chadwick Bay Communities
Action 2.2.8 - Farmers should be encouraged to explore the potential for expansion of a tender fruit industry, wine industry or other market areas such as the organic market.	O	Chadwick Bay Farmers
Action 2.3.1 - Municipalities should allow limited subdivisions in exchange for a guarantee that farm lands remain intact; subdivisions should be phased over time.	O	Chadwick Bay Communities
Action 2.3.2 - Varied setbacks should be implemented for agricultural land subdivisions. Each farm development should be viewed as a "planned unit development".	O	Chadwick Bay Communities
Action 2.3.3 - Municipalities should develop a ratio of the number of lots allowed to be subdivided from agricultural lands (eg. one lot for every twenty acres farmed); this would be addressed in zoning ordinances.	S	Chadwick Bay Communities

Action 2.3.4 - Sustainability should guide development plans; for example, access roads should be located along fence rows. Joint septic systems, in compliance with health regulations, should also be encouraged under the areas that are farmed.	O	Chadwick Bay Communities
Action 2.3.5 - Small, owner-operated, complementary industrial development should be allowed at existing farming operation building sites to allow opportunity for second income.	S	Chadwick Bay Communities
<u>Local Laws, Codes and Ordinances</u> Action 1.1.1 - Each of the communities has its own set of land use regulations (zoning, comprehensive plans, site plan review, sign ordinance, etc.); however, procedures, land use regulation format and application forms should be consistent among the communities.	I	Chadwick Bay Communities
Action 1.1.2 - The communities should develop land use regulations that are based on the rationale and philosophy of the Comprehensive Plan.	I	Chadwick Bay Communities
Action 1.1.3 - New land use regulations should consider the effects of "residential sprawl" (both commercial and residential) on the character of the Chadwick Bay Region and develop zoning regulations that minimize them.	I	Chadwick Bay Communities
Action 1.1.4 - As a whole, communities should develop setbacks, densities and lot sizes that specifically address how the region would like to direct growth in the future.	S	Chadwick Bay Communities
Action 1.1.5 - Inter and intra Department communication and cooperation should be encouraged. This could include regular meetings of land use officials in the region to discuss development issues and impacts on the region.	O	Chadwick Bay Communities
Action 2.1.1 - The zoning ordinance in the Town of Dunkirk was adopted in 1977 and should be updated to meet current conditions and needs.	S	Town of Dunkirk
Action 2.1.2 - The Zoning Map in the Town of Portland does not show two zoning districts described in the Zoning Ordinance, Agricultural Residential (AG-R) and Lake Shore Commercial (LC); the map should be updated to show this additional information.	S	Town of Portland

Action 2.2.1 - Site plan review should be incorporated into the Village of Fredonia zoning regulations. This approval should be required for conversion of large old homes to student housing; the potential for shared rear yard parking could be reviewed.	S	Village of Fredonia
Action 2.2.2 - Site plan review should be included in the zoning ordinance and authority for site plan review should be given to the Town of Dunkirk Planning Board.	S	Town of Dunkirk
Action 2.2.3 - Site plan review should be added to the Town of Pomfret zoning ordinance and authority for review given to the Planning Board.	S	Town of Pomfret
Action 2.2.4 - The Zoning Ordinance in the Town of Portland should include site plan review to allow the Planning Board greater input on development proposals.	S	Town of Portland
Action 2.2.5 - Site plan review and planned unit development provisions should be incorporated into the local zoning regulations in the Town of Sheridan.	S	Town of Sheridan
Action 2.2.6 - Each municipality should require the use of native plant materials in the submission of site plans.	S	Chadwick Bay Communities
<u>Economy</u> Action 1.1.1 - Co-operation in developing a viticulture center should begin between the state, SUNY, Brock University in Canada, local farmers and wine makers and the Taschenberg Grape Laboratory.	I	State Economic Development Agencies SUNY Fredonia Brock University Chadwick Bay Farmers Taschenberg Grape Laboratory
Action 1.1.2 - The Niagara Canada grape growers should be contacted to link the wine route in the Niagara Peninsula and to create cross border exchange of research, knowledge and marketing the wine region as a whole.	S	Chadwick Bay Farmers Niagara Canada Farmers
Action 1.1.3 - "Vendors" that serve the regional food industry should be pursued to determine the viability of establishing a business in the Chadwick Bay Region.	I	Chadwick Bay Farmers
Action 1.1.4 - Local industries should be included in an on-going discussion of their needs.	O	Local Industries

Action 1.3.1 - A study currently being undertaken by the Chautauqua County IDA to determine industrial space that is available in the Chadwick Bay Region should be expanded to include all abandoned/vacant, somewhat utilized, utilized or proposed industrial space in the region.	I	Chautauqua County ID
Action 1.3.2 - The acreage and reusability of vacant industrial space should be fully studied; the use of these areas should be encouraged before other areas for development are considered.	I	Chadwick Bay Communities Real Estate Brokers
Action 1.3.3 - The municipalities and officials should determine potential ways to work together to encourage local industries to receive this ISO certification.	O	Chadwick Bay Communities Local Industries
Action 2.1.1 - A detailed study on how to set up a regional government in the Chadwick Bay Region should be conducted to clearly illustrate offices that could be consolidated and services that could be shared. The regional council of mayors/supervisors should continue to meet to discuss regionalization of government and services.	I	Chadwick Bay Communities Chautauqua County
Action 2.1.2 - Representation and "community identity" should be maintained on the municipal level.	I	Chadwick Bay Communities
Action 2.2.1 - The communities should develop a "pro business" climate and attitude. This should be aggressively marketed to businesses and industries in an attempt to increase the economic base of the region.	O	Chadwick Bay Communities Chautauqua County IDA
Action 2.2.2 - All communities are encouraged to develop cooperation among all levels of government (local, county, state). <u>A formalized agreement should be considered by the municipalities pledging their commitment to work together to ease the development process.</u>	I	Chadwick Bay Communities
Action 2.2.3 - A letter writing campaign should be initiated to the State legislature that outlines the need for reducing the levels of government in New York State.	I	Chadwick Bay Communities Chautauqua County IDA Private Industry Council Local Industries
Action 3.1.1 - A new community/museum/visitor/arts center should be constructed in downtown Dunkirk with direct access to the waterfront.	I	City of Dunkirk



Action 3.1.2 - An annual spring music festival should be incorporated into the new arts center. Cooperation could be sought from SUNY Fredonia, Chautauqua Institution, Fredonia Opera House and the new community center in Dunkirk.	I	City of Dunkirk SUNY Fredonia Chautauqua Institution Fredonia Opera House
Action 3.1.3 - The City should develop a sculpture garden along the waterfront and Central Avenue to create a common element or theme.	I	City of Dunkirk SUNY Fredonia
Action 3.2.1 - The character of the "grape county" should be promoted to allow Chadwick Bay communities to capitalize on the uniqueness of this region.	O	Chadwick Bay Communities Chautauqua County IDA
Action 3.2.2 - An annual multi-cultural festival should be developed and coordinated with the clubs in the City of Dunkirk.	I	City of Dunkirk Community Service Organizations
Action 3.3.1 - Specific waterfront commercial development at the Dunkirk pier head should strive to attract waterfront related uses: dive shop, boat excursions, etc..	O	City of Dunkirk
Action 3.3.2 - Visitors should be encouraged to extend their visits by supplying a variety of recreational uses and seasonal housing to meet their specific needs.	O	Chautauqua County IDA Chadwick Bay Communities
Action 6.1.1 - Evening training courses should be offered to the under-employed and unemployed of the Chadwick Bay Region.	O	Private Industry Council Local schools and colleges Local Industries
Action 6.1.2 - The local industries should meet, along with representatives from the IDA, municipal officials and the PIC, to develop a training course that targets the specific needs of employers.	I	Chautauqua County IDA Private Industry Council Chadwick Bay Communities Local Industries
Action 6.1.3 - Schools and businesses should begin to directly interact and communicate their needs to each other.	O	Local schools and colleges
Action 7.2.1 - The communities should restrict the expansion of commercial strip development and encourage design improvements to existing commercial strip areas.	O	Chadwick Bay Communities

Action 7.2.2 - The existing CBD's in Dunkirk and Fredonia should be improved with streetscape re-development and appropriate landscaping. Design standards should be developed for each of the municipalities to guide this re-development.	I	City of Dunkirk Village of Fredonia
Action 7.2.3 - Off street parking should be encouraged in all commercial areas.	S	Chadwick Bay Communities
<b>Municipal Services</b> Action 1.1.1 - The urban growth boundary should be the limit for high density or intense development in the Chadwick Bay Region. This urban growth boundary, clearly defined for the area, should be adopted, in principal, by all communities.	S	Chadwick Bay Communities
Action 1.1.2 - To ensure the future efficiency and service within the communities, the City and Village should consider looping their systems.	I	City of Dunkirk Village of Fredonia
Action 1.1.3 - A coordinated storm water management plan should be prepared for the Chadwick Bay Region.	S	Chadwick Bay Communities

# Appendix 1 - List of Contacts

## Individuals

Jeff Astles, Ontario County Planning Department  
David Ardman, NYS Thruway Authority  
Ken Brently, Chautauqua County Airport at Dunkirk  
Alan Brumagin, Town of Portland Highway Superintendent  
Joseph Buffamonte, NYS Department of Transportation  
Thomas Carlson, Pomfret/Portland/Dunkirk Sewer District  
James Cassidy, Fredonia Building Inspector  
James DeGolyer, Town of Dunkirk Building Inspector and Code Enforcement Officer  
Gene DelGreco, Chautauqua County Planning Department  
Kem Dengler, Chautauqua County Chamber of Commerce  
Francis Dew, City of Dunkirk Historian  
Thomas Dispensa, Village of Brocton Recreation Division  
Andrew Dufresne, Cooperative Extension  
Paul Foreman, Town of Dunkirk Highway Superintendent  
Mark Geiss, Dunkirk International Ceramics and Glass  
John Goodell, Rails to Trails  
Rich Goodman, SUNY Fredonia  
JoAnn Hamlet, Sheridan Memorial Field Association  
Sylvia Jones, NYS Department of Transportation  
Richard Ketchum, Brooks Memorial Hospital  
Richard and Barbara Lauson, Dunkirk Historical Lighthouse and Veterans Park  
Richard LaScala, Village of Fredonia Highway Superintendent  
Michael Lydle, NYS Department of Transportation  
Stephen Mayer, Town of Sheridan Highway Superintendent  
James Oakes, Town of Pomfret Highway Superintendent  
Roger Newell, Village of Fredonia, Town of Dunkirk, Town of Pomfret Assessor  
Jay Rich, Dunkirk Conference Center  
Pat Rosing, Dunkirk Historical Museum  
Branislav Scubis, Harbor Master  
Barry Shaffer, Taschenberg Laboratory Experimental Grape Station  
Robert Wells, Dunkirk Ice Cream  
Gerry Weiss, A Travel Connection  
Robert White, Chautauqua County Legislature  
Randy Woodbury, City of Dunkirk Department of Public Works  
Allan Zurawski, City of Dunkirk Building Inspector

## Organizations

Chautauqua Board of Realtors  
Conrail  
Dunkirk Evening Observer  
Dunkirk Yacht Club

## Appendix 2 - Random Survey

February 1996

Dear Residents:

The City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret, Town of Portland and Town of Sheridan are completing a Comprehensive Plan for our entire Chadwick Bay Region to help us guide future development in our communities. Your input is important to help us protect the quality of life in the Chadwick Bay Region.

As part of the planning process, we request that you take a few moments to fill out the following survey to let us know your opinion on issues within the region. Not all residents will receive a survey; you have been randomly selected for your input. As you fill out the survey, please include any issues you believe have been omitted so we can include them in our analysis. Please return the survey in the enclosed self addressed stamped envelope by:

Wednesday, March 20, 1996

We appreciate your cooperation in helping us develop the Chadwick Bay Region Comprehensive Plan for our communities as a whole; this regional approach is essential as we compete for future economic opportunities in New York State. We will be hosting two open house/public presentations in each community and hope you are able to attend; these presentations will be announced in the Evening Observer. Again, thank you for your assistance.

Sincerely,

Supervisor Allan LeBarron  
Town of Sheridan

Mayor Margaret Wuerstle  
City of Dunkirk

Mayor Frank Pagano  
Village of Fredonia

Supervisor Robert Altwies  
Town of Dunkirk

Supervisor Mark Thomas  
Town of Pomfret

Supervisor Gary Miller  
Town of Portland

# Community Survey - The Chadwick Bay Region

Please read the following statements and circle the number that corresponds to your opinion:

1-Strongly Agree   2-Agree   3-No Opinion   4-Disagree   5-Strongly Disagree

## Community Identity

1	2	3	4	5	The rural character of the Chadwick Bay Region should be retained
1	2	3	4	5	Lake Erie is one of the Chadwick Bay Region's greatest assets
1	2	3	4	5	In my community, there is a need to build community pride

Please add any additional comments on issues relating to community identity in the Chadwick Bay Region.

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## Community Services

1	2	3	4	5	I would like to see a consolidation of services in the Chadwick Bay Region
1	2	3	4	5	I feel safe with the police protection offered in my community
1	2	3	4	5	Fire protection and ambulance services in my community are adequate
1	2	3	4	5	School Boards should be more accountable (financially) to taxpayers
1	2	3	4	5	The libraries in my community meet my needs
1	2	3	4	5	We have a high quality school system in my community

Please List School District \_\_\_\_\_

Please add any additional comments on issues relating to community services in the Chadwick Bay Region.

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## Environment

1	2	3	4	5	Our natural features (streams, wetlands, floodplains) are an asset
1	2	3	4	5	Environmental protection should be a priority in the Chadwick Bay Region
1	2	3	4	5	Recreational opportunities should center on our natural features (woodlots, streams, agriculture)

Please add any additional comments on issues relating to the environment in the Chadwick Bay Region.

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## Land Use Regulations (Zoning, Subdivision Regulations, Comprehensive Plans)

1	2	3	4	5	Unightly signs are a problem in the Chadwick Bay Region
1	2	3	4	5	There are too many restrictions on my land for development
1	2	3	4	5	In my community, the protection of agricultural land should be a priority

Please add any additional comments on issues relating to land use regulations in the Chadwick Bay Region.

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1-Strongly Agree    2-Agree    3-No Opinion    4-Disagree    5-Strongly Disagree

#### Transportation

1	2	3	4	5	We should attract Buffalo and Jamestown bound commuters to our communities
1	2	3	4	5	Additional public bus routes are needed in the Chadwick Bay Region
1	2	3	4	5	We should develop bicycle and pedestrian paths to link our communities
1	2	3	4	5	The airport should be more accessible from the Thruway
1	2	3	4	5	No new roads are needed in the Chadwick Bay Region
1	2	3	4	5	Congestion on Routes 60 and 20 is a major problem
1	2	3	4	5	My community's road system is well maintained

Please add any additional comments on issues relating to transportation in the Chadwick Bay Region.

#### Recreational Activities

1	2	3	4	5	Lake and stream access should be improved in the Chadwick Bay Region
1	2	3	4	5	We should expand recreational opportunities to attract more tourists to our area
1	2	3	4	5	I support the development of a regional recreational center
1	2	3	4	5	The recreational programming and facilities for senior citizens are adequately met in the Chadwick Bay Region
1	2	3	4	5	The recreational programming and facilities for young children are adequately met in the Chadwick Bay Region
1	2	3	4	5	There is a need for more private recreational facilities (bowling alleys, golf courses, mini-putt, etc.) in the Chadwick Bay Region
1	2	3	4	5	In my community, no additional recreation facilities are needed

Please add any additional comments on issues relating to recreation in the Chadwick Bay Region.

#### Housing

1	2	3	4	5	The development of "vacation homes" should be pursued for our region
1	2	3	4	5	Single family housing is readily available in the Chadwick Bay Region
1	2	3	4	5	There is a need for more apartment housing in the Chadwick Bay Region
1	2	3	4	5	Subsidized senior citizen housing is a priority in the Chadwick Bay Region
1	2	3	4	5	There is a shortage of low income housing in the Chadwick Bay Region
1	2	3	4	5	Housing standards are adequately met in my community

Please add any additional comments on issues relating to housing in the Chadwick Bay Region.

1-Strongly Agree   2-Agree   3-No Opinion   4-Disagree   5-Strongly Disagree

**Growth and Development**

1	2	3	4	5	The Chadwick Bay Region should be encouraging steady population growth
1	2	3	4	5	The Chadwick Bay Region should offer incentives for business development
1	2	3	4	5	Agricultural needs to be revitalized in the Chadwick Bay Region
1	2	3	4	5	The Chadwick Bay Region should offer incentives to attract high-technology industries
1	2	3	4	5	More should be done to enhance and promote the Chadwick Bay Region to young professionals
1	2	3	4	5	The Chadwick Bay Region should discourage further strip development (eg. along Routes 60 and 20)
1	2	3	4	5	I am pleased with the retail growth along Routes 60/20
1	2	3	4	5	Development should be restricted to the Village and City

What level of development would you like to see in the Chadwick Bay Region?

(Circle)   a. Decline                      b. No Change                      c. Slow Growth                      d. Rapid Growth

Please add any additional comments on issues relating to growth and development in the Chadwick Bay Region.

**Personal Information**

Do you have a business in your home?

Yes    ☐

No    ☐

Do you own or rent your home?

Own    ☐

Rent    ☐

Are you retired?

Yes    ☐

No    ☐

How long have you lived in the Chadwick Bay Region?

a. 0-5 years    ☐

b. 6-15 years    ☐

c. 16+ years    ☐

Please list your age.

Is there anything else you believe we should be aware of as we develop the Comprehensive Plan for the Chadwick Bay Region?  
Please explain:

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Thank you! We will use your input to create a Comprehensive Plan that will benefit the entire Chadwick Bay Region!!

# Appendix 3 - List of Round Table Discussion Participants

## AGRICULTURE AND ECONOMIC DEVELOPMENT COMMITTEE OF THE COUNTY LEGISLATURE

James Caffisch, Chairman  
Michael Bobseine  
Maria Kindberg  
Robert Kolodziej  
Charles Porpiglia  
Lance Spicer

An important advantage of Chautauqua County in New York State is its location: halfway between Erie and Buffalo. Other advantages include SUNY Fredonia, good school systems, Jamestown Community College, the Buffalo-Cleveland trade route, tourism (fishing, hunting, skiing), Lake Erie and training centers.

The northern and southern portions of the County have distinct identities that make them unique areas with two separate identities. Two population centers, differences in industries or economic conditions and geographical barriers have caused the "north and south" identities in the County. The diversity of the north and south should be viewed as an advantage as new economic opportunities are developed in Chautauqua County. Tourism is one important industry that can benefit the entire County.

Even with their distinct differences, there is a tremendous opportunity to capitalize upon consolidation of some services. A County wide approach is needed to improve the economic condition for existing and future residents. This would be helped with a pro-active rather than re-active approach to economic development. Updating the County Master Plan and development of a mission statement would be the first steps towards this approach.

While there is a need to attract new businesses to the County, the retention of existing businesses is also important; the existing businesses have invested in the area and should be considered as new incentives are offered.

## AGRICULTURE

Andrew Dufresne - Cornell Cooperative Extension  
John Cheney - President, Farm Bureau  
Richard Slawson - Sheridan/Forestville fruit grower  
Phil Riedisel - Farm Bureau  
Robert Militello - Agri-Business; chemical supplier and grape grower  
Lawrence Brown - Soils and Conservation Authority  
David Wilson - Soils and Conservation Authority  
Joel Hamlet - President, NYS Vegetable Growers Association  
David Vercant - Growers Cooperative  
David Wells - Director of Administrative Services, National Grape Growers Association (Welch's)  
Robert Wasko - Cliffstar Corporation



Vineyards are successful in the region because of the climatic and soils conditions. This area offers the best potential for grape growing in the State. Most growers felt that the proximity to the various local markets (Welch's, Cliffstar, The Red Wing Company, Inc., Mogen David) was an advantage. The "world" economy was an issue that all believed they must address; the future of the grape industry is centered on the grower's ability to compete in the world marketplace. A potential way to increase their competitive position is to develop ways to "finish" the products in the Chadwick Bay Region; this "value-added" market should be considered and tapped by the agriculture industry. The Taschenberg Laboratory Experimental Grape Station is an important resource whose role should be expanded in the Chadwick Bay Region.

There are essentially two commodities in the Chadwick Bay Region agriculture industry: grapes (land intensive) and milk (labor intensive). While the Chadwick Bay Region has some of the best soils to grow grapes, the region produces only 2% of New York State wines; 30% of the growers produce 80% of the crop. There has also been a dramatic decline in the dairy farming industry; only two major dairy farmers remain in the region. This is due, in part, to the cost of transporting the milk to the markets. There are three dairy co-operatives that the farmers in the Chadwick Bay Region will utilize. The cash crop (fruits/vegetable) industry has essentially disappeared in the Chadwick Bay Region.

Growers in New York State face a tremendous tax burden and regulatory environment that often makes them unable to compete in the market place. The group strongly suggested that the government and its impact was the biggest obstacle faced by the farmers. For example, it is cheaper for industries to buy juice grapes from Washington State and transport them to the Chadwick Bay Region (\$120/ton - Washington compared to \$165/ton - New York State). The North American Free Trade Agreement was also cited as a detriment to the agriculture industry in New York State.

There is development pressure on the prime agricultural lands in the Chadwick Bay Region. The best farming areas are also considered the best areas for further residential and commercial development; this urban growth causes problems with spraying insecticides in areas that are populated. The participants at the round table discussion believed there was a need to protect the prime agricultural lands in the County; trends include fewer farmers and bigger farms with advanced technology. Land use planning (zoning, subdivision regulations, etc.) was viewed as an important way to protect agricultural lands. Implementation of additional agricultural districts should also be considered.

The final issue that was identified by the participants of the round table discussion was the need to make farming a more attractive career choice. Currently, labor costs are high for farmers; an hourly wage of \$11/hour must be offered to compete with the option of laborers not working and collecting welfare. It is often difficult to find qualified people with the proper training, but the demand is high.

## **ECONOMIC DEVELOPMENT**

Eugene Bailen, The Red Wing Company, Inc.

Jane Cleaver, Chautauqua County Private Industry Council

Charles Herron, City of Dunkirk Department of Business and Economic Development

Anthony Raffa, Chautauqua County Industrial Development Agency

Thomas Reed, Dunkirk Radiator

Patrick Wawro, City of Dunkirk Department of Business and Economic Development

The economic development round table discussion included interests from both the public and private sector. When asked about the trends affecting business and economic development, the participants noted that local industries are impacted by many national trends. These include changing expectations of employers, international competition, increased technology and telecommunications.

In the Chadwick Bay Region, the "political" climate still stresses the need to attract large industries to provide employment. These types of industries no longer dominate the market and smaller, high technology industries are expanding. Industries must comply with higher standards that have been met on the international market. Companies must have ISO certification to compete in the global market.

Local industries are experiencing positive growth and many, in fact, are hiring. In the Chadwick Bay Region, residents tend to be highly skilled or lack skills; there does not appear to be the required "semi-skilled" labor that is needed for industries to succeed. Problems arise because many of the local residents are not properly trained for the changing conditions of the industries; many smaller industries require more highly specialized skills. The educational status of many residents is below the requirements of some local industries. Over 17,000 in Chautauqua County have not graduated from high school. Others have not attended vocational schools or college to obtain the necessary skills required in industries.

Job training is available through the Private Industry Council, Jamestown Community College and BOCES. Residents without skills should be encouraged to attend these training sessions so they are more "marketable" to the local industries. The changing demographics must also be considered as job training is offered in the region. Regional cooperation should continue to improve the pool of employees in the Chadwick Bay Region.

Many industries will seek employees from outside the area to fulfill job openings. This often creates problems; industries find that attracting people to the region is often difficult; the region offers little shopping, seems remote and has a "small town" feeling that most prospective employees do not desire.

The key to industry in the Chadwick Bay Region future is to retain existing businesses. When asked about the types of incentives necessary to make the area competitive, a "one stop shopping" scenario was described. This would include a central location to obtain financing, local permits, complete the SEQRA process, etc.. The financial incentives offered locally are comparable when compared to other communities; by offering a streamlined development process, the Chadwick Bay Region would be more likely to help existing industries expand and attract new industries. New York State's reputation as a taxing state also hinders the likelihood of attracting new business; other states offer training and streamlined development processes that are an incentive.

## **EDUCATION**

Jane Cleaver - Private Industry Council  
Rich Goodman - SUNY at Fredonia  
Betty Gossett - Private Industry Council  
Wayne Jenkins - Job Corps  
Skip Meno - Erie 2 Boces  
Frank Porpiglia - Fredonia School Board  
Donna Simmons - Jamestown Business College

Most of the educators were distressed over comments made by local industry; the comments focused on students in the area graduating and entering the work force without proper knowledge, training or basic logic. Most educators felt that these observations are incorrect. The educators requested specific information from local industry; they want to know exactly what skills are missing so they can address the problem if it actually exists.

Most at the group also felt that it is difficult to train students years ahead of time for jobs that do not exist in the region at this time. Many asked what direction the region was headed so they could get an idea of how to prepare their students. Is the Chadwick Bay Region a tourist-oriented economy? High Technology? Manufacturing? A "vision" was requested as a part of the Comprehensive Plan so all residents can work toward a common goal.

There are many new changes happening in the field of education and many of these changes have begun to affect the Chadwick Bay Region. Alternative forms of education including joint admissions, distance learning which brings the classroom to the student, flexible schedules, and more courses oriented to handle severe emotional problems of students. Day care is also becoming a standard service offered at facilities such as BOCES to help young mothers receive the training they need to find meaningful work.

Most of the educators agreed that overall enrollment is down and many students have a difficult time finding work in the region upon graduation. Jamestown Business College, however, reported high enrollment and an extremely high level of job placement upon graduation.

## **LAND USE OFFICIALS**

### **Planning Board Chairpersons**

Village of Fredonia - John Connelly  
Town of Pomfret - Susan Westling  
Town of Portland - Robert Patterson, Sr.  
Town of Sheridan - Edwin Hamlet

### **Zoning Board Chairpersons**

Town of Dunkirk - John Rizzo  
Village of Fredonia - John Wrigley  
Town of Pomfret - Joe Carapella

## **Building Inspectors**

City of Dunkirk - Allan Zurawski  
Village of Fredonia - James Cassidy  
Town of Dunkirk - James DeGolyer

Generally, many of the communities face many of the same problems in terms of land use regulations and enforcement; increased training would help land use officials implement the plan and land use regulations in the study area. Continued and expanded cooperative planning and meetings are important for the region to continue its progress.

Traffic issues were a consideration of each municipality; this is especially true of communities impacted by the Vineyard Drive/Route 60/Route 20 area of the Town of Dunkirk, Town of Pomfret and Village of Fredonia. Implementing strict frontage requirements and shared use of driveways or access roads can help reduce turning and congestion in this area.

The increase in the speed limit in New York State is viewed as a positive way to better improve the position of the Chadwick Bay Region as a viable bedroom community for Buffalo. Ralston Purina expansions and people moving from the Buffalo suburbs is viewed as an improvement to the region. Several of the school districts, SUNY Fredonia and Jamestown Community College are an attraction to the region.

Increasing the tax base in the rural communities is important; this could include attracting new businesses that would result in more jobs for young, local residents. Most likely, the region will attract small to medium sized industries and business. Controlled growth in the communities is important so that sprawl is avoided along major corridors. Tourism is viewed as an important way to increase the employment opportunities in the region; for example, Lake Erie State Park is under used and should be marketed throughout the State. Lake Erie is one of the most valuable resources in the Chadwick Bay Region.

The housing stock in the study area is viewed as old and, in many cases, dilapidated; enforcement of the NYS Building Code is essential in the communities. Recent "land banking" efforts in some communities is viewed as a detriment to the community because of the decreasing number of housing opportunities for low income people. Discrimination is viewed as a problem in many of the communities.

Land use officials also recognized the need to protect agricultural lands in the Chadwick Bay Region. The Taschenberg Laboratory Experimental Grape Station is viewed as an opportunity to create a world class viticulture center. The participants sited an increasing number of farms that are subdividing for residential or commercial development; this development should be controlled to minimize the amount of agricultural land that is lost each year in the Chadwick Bay Region. Protection of agricultural land is important to help maintain the character of the study area.

## **NOT-FOR-PROFITS**

Richard Alexander, Chautauqua Opportunities  
Patsy Dodge, The Resource Center  
Carol Gens, Core Area Preservation Company  
Kathy Peterson, Rural Ministry of Chautauqua County  
Mary Kay Urbanik, The United Way of Northern Chautauqua County

The agencies expressed that lack of funding is an issue that is shared by each group; they believe that communities are reluctant to offer funding for their specific projects.

The concept of regionalization of services was accepted by all. There is often a problem reaching those with the greatest needs and a more coordinated effort would enhance the supply of the services. While many of the Not-For-Profits have worked together in the past, increased communication among the groups was viewed as essential. This cooperative planning effort was sited specifically for a regional housing policy for all of the Chadwick Bay Region.

Many of the Not-For-Profit groups expressed a problem with discrimination in several communities; the view of many residents in the Chadwick Bay Region is that fewer "social services" should be offered. Public education is important; people have little knowledge of the purpose of the groups. In fact, the agencies are designed to encourage independence and less need for public programs. Involvement of residents and the municipal boards would enhance the understanding and mission of each Not-For-Profit. Building allies with the political and business community is viewed as a way to improve services of the Not-For-Profits.

Problems of residents in the northern and southern portions of the County are considerably different and, thus, their needs for support are different. In Fredonia, for example, many landlords have allowed student housing to deteriorate considerably. Addressing youth issues, as identified and addressed by the Boys/Girls Club, is also an important goal of the Not-For-Profits.

Economic Development could be sparked by several of the Not-For-Profit groups. For example, Chautauqua Opportunities has a business incubator in the City of Dunkirk to help small businesses grow. Other goals include providing affordable day care for people returning to work.

## **SCHOOL BOARDS**

Jay Baker, President, Chautauqua Lake School District  
Martha Bills, President, Westfield School District  
William Carleson, President, Cassadaga Valley Central School District  
Adelino Gonzalez Jr., President, Dunkirk Central School District  
Joseph Gullo, President, Fredonia Central School District  
Michael Kraus, President, Erie-Chautauqua BOCES II  
Mary Ann White, President, Silver Creek School District

The school boards believed separate identities were critical because of the different character of the various communities (urban vs. rural); they believed that certain values, such as diversity, would be lost in consolidation. People are passionate about their schools and the history that surrounds them; the district directly relates to the way people live. The differences in the tax base (industrial vs. residential) also greatly impacts the ties people have to their schools. State law impacts the differences in the school districts. For example, by law, the City is not required to pass a budget; all other districts in the study area are required to vote on their budgets. The City is required, by state law, to have an administrator in each of its nine buildings.

The bureaucracy in the school system is considered a major problem by the representatives of the school boards. There is sometimes problems with sharing facilities, using school facilities without using their staff or contract negotiations. There is also no residency requirement for teachers in many of the districts; some members believed the teacher's union sometimes created difficulty in the various districts statewide. Tenure and "extension" of contracts that have expired were also viewed as problems.

Overall, the administration of a school is very labor intensive; over 85% of all expenses go to teacher salaries and benefits. This leaves little room for consolidation and sharing of services. The school boards rely on property taxes to fund the various programs at the schools; this often drives business and residents from the state.

The schools seem to be taking on more and more of the social services in a community (daycare, nutrition, handicapped programs, pre-K and headstart); this is expensive for the schools who sometimes compete for funding.

Industries must also better communicate with the schools and define the type of "semi-skilled" labor they require; open dialogues and funding by the businesses should be encouraged. The opportunity to create apprentice and internship programs should also be further explored. Short courses, such as "How to Interview", should also be offered to prepare students as they leave the school; this could be completed in conjunction with the school to work program that originated at Fredonia.

The school boards believed there was an opportunity to share some costs: transportation, libraries, administration, office staff, some mandated equipment, maintenance. There is a potential to exchange ideas to assist each other that may face similar projects. Each district has distinct strengths and lessons learned that can be shared. The boards, in fact, have decided to meet again in June to further discuss issues and ways they can work together.

#### **SMALL BUSINESS DEVELOPMENT**

Sham Bahghat - Fredonia Chamber of Commerce  
Kem Dengler - NCC Chamber  
Irene Dobies - JCC Small Business Development Center  
Phil Pelletter - D & F Plaza Association  
Carol Sack - Lakeshore/Central Avenue Business Alliance

Small business owners felt that their ability to survive is paramount; there is a lot of information and assistance available, they just need to take the time to read, research and understand what is out there. The Mayor's office was noted as "exceptional" in providing assistance and information to small business owners. Small business owners need to be 100% committed to their business 7 days a week; many are not committed and don't understand what it takes to run a business. Many business owners also do not have the proper investment capital to be successful - they run out of money when times get tough.

Most of the group agreed that the biggest problem small business owners face does not come from local government but from New York State. The group suggested that local leadership should come together to tackle State mandates; property taxes far too high and residents take too much of the tax burden upon their own shoulders. If personal tax liabilities were reduced, people would have more disposable income to spend on retail.

The group felt that it is imperative to capitalize on positives and strengths and stop "whining" about difficulties. Small businesses in the region should unite and have one common agenda instead of every business making plans of their own. All group members believed that the "big box" developments along Route 60 and Vineyard Drive were positive for the region. Small business should not try and compete with WalMart and the like, they should offer unique services the large retailers don't provide: personalized service, local crafts and products, etc...

The region as a whole appears to have a mixed feeling about growth; for many the region should stay rural, for many the region should grow commercially and industrially as much as possible. A unified decision must be made about growth and the overall image of the region needs to be improved. New policy for the plan should not involve "reinventing the wheel" or copying ideas from large cities like Cleveland or Pittsburgh who have nothing in common with the Chadwick Bay Region. Small communities like Corning, who have achieved retail success, should be studied to find relevant ideas for the Chadwick Bay Region.

## **TOURISM**

Kem Dengler - President, Chamber of Commerce  
Andrew Nixon - President, Chautauqua County Vacations Bureau  
Dan Bratton - President, Chautauqua Institute  
David Munnell - Fredonia Opera House  
Susan Glasier - Lilydale Marketing  
Don Rupp - Lilydale Marketing  
Gina Paradies - Sheraton Hotel  
Laurie Kroll - Proposed outdoor craft and market development  
Susan Brakes - Destinations Unlimited Bus Tours

The "best" tourism potentials for the Chadwick Bay Region, as identified in the round table discussion, include the Chautauqua Institute, Lily Dale, Dunkirk waterfront, wineries, Barcelona Jazz Festival, Grape Festival, sport fishing, Lucy Festival, attractive scenery, the Fredonia Opera House, antique stores, the Bills training campus at SUNY Fredonia and the Mayville Ice Castle Festival. People are more interested in shorter, educational vacations and this market should be targeted by the Tourism industry. The County is also attempting to attract a pyro-technic conference for the summer of 1999. Year round promotion is needed to fully capitalize on the potential of the tourism industry.

The groups included in the round table discussion believed that a professional tourism initiative is required for the entire County. At this point, the group believed that elected officials do not realize the tremendous economic potential of tourism and its impacts on job creation; tourism has an impact of \$250,000,000 on the County. Residents negative impression of tourists can also be a detriment to the industry. Volunteer efforts are important, but a more comprehensive approach is needed to realize these benefits.

The tourism industry round table participants believed that the County should initiate many of the tourism projects; County Legislature involvement is very important for the industry to really work. The many layers of government are viewed as a constraint to the development of tourism initiatives. By viewing themselves as part of a "bigger" picture, each municipality in the County would benefit from the cooperative effort put forth by the County; redundancies would also be eliminated if a cooperative effort were used. Protection of "community identity" would be important as they promote their local resources.

Marketing the tourism attractions in the region is important to increase its economic impact on the County. The round table discussion participants believed that many of the initiatives lacked a strategic marketing vision with clearly defined goals. Additional money would be required to market the area and initiatives should be considered; for example, a percentage of hotel, restaurant and entertainment tax receipts could be used for marketing tourism. The first step would be to create a tourism plan for the entire County. In addition, more round table discussions of the various tourism interests should be implemented.



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**Notice of Completion  
Final Generic Environmental Impact Statement  
for the Adoption of the Chadwick Bay Region  
Comprehensive Plan**

**Lead Agency:**

Chadwick Bay Region Comprehensive Plan Steering Committee

**Address:**

Margaret Wuerstle, Mayor  
City of Dunkirk  
342 Central Avenue  
Dunkirk, NY 14048

**Date:**

January 7, 1997

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act - SEQRA) of the Environmental Conservation Law.

A Final Generic Environmental Impact Statement has been completed and accepted by the Chadwick Bay Steering Committee, as lead agency, for the proposed action below.

**Name of Action:**

Preparation and Adoption, in principal, of the Chadwick Bay Region Comprehensive Plan by the City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret, Town of Portland and Town of Sheridan

**Location:**

City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret, Town of Portland and Town of Sheridan - Chautauqua County - New York

**Description of the Action:**

The action involves the adoption, in principal, of the Chadwick Bay Region Comprehensive Plan by the City Council, Village and Town Boards; this action is pursuant to City Law Sections 20-g and 28-a, Village Law Sections 7-722 and 7-741 and Town Law Sections 272-a and 284. The Comprehensive Policy Plan includes six sections (The Plan, The People, The Land, The Economy, Development Plans and Design Potentials, Conclusion) as described below:

- 1) The Plan - project introduction, planning approach, outline of the study, history of the region and regional strengths

- 2) The People - overview, goals/policies and actions, population characteristics, housing inventory and suppliers, community services inventory (education, library, health and dental care, social services), emergency service resources (law enforcement, fire protection, ambulance/rescue service), recreation and cultural resources (inventory and standards) and public input.
- 3) The Land - overview, goals/policies and actions, circulation patterns (vehicular, air, harbor, railroad, pedestrian), land use patterns, environmentally sensitive areas and local laws/codes and ordinances.
- 4) The Economy - overview, goals/policies and actions, regional economy and history, employment characteristics, the economic community, government and the community (taxation and assessment, budgeting) municipal services (water, sewer, solid waste, electricity and cable, gas and gas wells)
- 5) Development Plans and Design Potentials - Route 5 and Route 60/Vineyard Drive
- 6) Conclusion

### **Potential Environmental Impacts:**

Adoption, in principal, of The Chadwick Bay Region Comprehensive Plan will have no direct impacts on the environment in the six communities. The plan will not result in approval of development proposals or specific development. The plan will only guide and direct growth in the Chadwick Bay Region to ensure the region grows in an orderly manner.

Potential impacts as outlined in the plan include:

#### **Loss of Agricultural Land**

- 1) Potential loss of agricultural land in the Town of Pomfret, Portland and Sheridan as new development occurs.

#### **Increased Traffic**

- 2) Increased traffic and signage along Route 5 and Route 20 as they are developed as "parkway" and "scenic drives".
- 3) Increased traffic along Route 60.
- 4) Increased traffic in the City of Dunkirk to get to the North County Industrial Park in the Town of Sheridan.
- 5) Increased need for varied types of transportation facilities.

#### **Encroachment on Environmentally Sensitive Areas**

- 6) Increased usage of environmentally sensitive areas, such as Canadaway Creek or Lake Erie, as new access is promoted.

#### **Changes to Historic Character of Village of Fredonia**

- 7) Potential changes to the historic central business district in the Village of Fredonia.

**Increased Sewer Demands**

- 8) Potential increased use of sewer capacities to meet the needs of increased industrial development.

**Consolidation/Regionalization of Services**

- 9) Potential consolidation of services that results in a new regional approach and center.

**Potential Higher Density of Housing**

- 10) Increased housing choices that could lead to higher densities in the City and Village.

**Increased Development of the Central Waterfront**

- 11) Increased usage of the City's waterfront.

**A copy of the FGEIS can be obtained from:**

Margaret Wuerstle, Mayor - City of Dunkirk  
342 Central Avenue  
Dunkirk, NY 14048  
(716)366-0452

**A copy of this notice and the FGEIS were distributed to:**

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NYS DEC, 270 Michigan Avenue, Regulatory Affairs, Buffalo, NY 14203-2999

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Regulatory Branch, Army Corps of Engineers, 1776 Niagara Street, Buffalo, NY 14207

Richard Davies, Chautauqua County Legislature, Gerace Office Building, Mayville, NY 14757

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Kier Dirlam, Southern Tier West, 465 Broad Street, Salamanca, NY 14779

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City of Dunkirk City Council, 342 Central Avenue, Dunkirk, NY 14048

City of Dunkirk Planning Board, 342 Central Avenue, Dunkirk, NY 14048

Village of Fredonia Village Board, Village Hall, Fredonia, NY 14063

Village of Fredonia Planning Board, Village Hall, Fredonia, NY 14063

Town of Dunkirk Town Board, 4737 Willow Road, Dunkirk, NY 14048

Town of Dunkirk Planning Board, 4737 Willow Road, Dunkirk, NY 14048

Town of Pomfret Town Board, 9 Day Street, Fredonia, NY 14063

Town of Pomfret Planning Board, 9 Day Street, Fredonia, NY 14063

Town of Portland Town Board, Fay and West Main Streets, Brocton, NY 14716

Town of Portland Planning Board, Fay and West Main Streets Brocton, NY 14716

Town of Sheridan Town Board, 2702 Main Road, Sheridan, NY 14135

Town of Sheridan Planning Board, 2702 Main Road, Sheridan, NY 14135

Mr. Don Burdick, Administrative Director, County of Chautauqua Industrial Development  
Agency, 200 Harrison Street, Jamestown, NY 14701-3262

# **Final Generic Environmental Impact Statement Adoption of The Chadwick Bay Region Comprehensive Plan**

**City of Dunkirk, Village of Fredonia, Town of Dunkirk,  
Town of Pomfret, Town of Portland and Town of Sheridan  
Chautauqua County, New York**

## **Lead Agency**

**Chadwick Bay Region Comprehensive Plan Steering Committee  
City of Dunkirk  
342 Central Avenue  
Dunkirk, NY 14048**

## **Contact Person**

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## **Date of Acceptance**

**January 7, 1997**





**The Chadwick Bay Region Comprehensive Plan - 1997**  
**Final Generic Environmental Impact Statement**

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**The Chadwick Bay Region Comprehensive Plan**  
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## 1.0 Introduction

### .1 Purpose

The Final Generic Environmental Impact Statement (FGEIS) is a synopsis of the process and documentation for The Chadwick Bay Region Comprehensive Plan (referred to as the Comprehensive Plan or Plan) and the environmental aspects of the six communities (City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret, Town of Portland and Town of Sheridan) that may be adversely impacted or benefit from the adoption, in principal, of the Comprehensive Plan.

The Comprehensive Plan has been drafted by the Chadwick Bay Region Comprehensive Plan Steering Committee to be adopted, in principal, by the governing board of each of the six communities. The six communities are located in Chautauqua County, New York. The six communities are located in the northern portion of the County on Lake Erie.

This FGEIS provides a thorough environmental analysis of the adoption, in principal, of the Comprehensive Plan to meet the requirements of the State Environmental Quality Review Act (SEQRA). The project involves the adoption, in principal, of a land use plan and is a Type I Action pursuant to SEQRA (6NYCRR 617.12(B)(1)).

The Lead Agency, the Chadwick Bay Region Steering Committee, determined that the project is significant and required the preparation of a Draft GEIS. The DGEIS was based on the information obtained for the Comprehensive Plan; this information was used to identify potential adverse impacts and benefits to the six communities and led to proposed mitigation measures. The DGEIS was reviewed by all involved agencies and the public. Comments received have been incorporated into this FGEIS.

### .2 Description

The adoption, in principal, of the Comprehensive Plan would be completed pursuant to City Law Sections 20-g and 28-a, Village Law Sections 7-722 and 7-741 and Town Law Sections 272-a and 284. New York State enables communities to prepare and adopt, in principal, by local law or ordinance, a comprehensive plan. New York State Law also allows communities to develop inter-municipal agreements in the preparation of such plans to develop a more regional and comprehensive plan. A City, Village or Town comprehensive plan:

"means the material, written and or/graphic, including, but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town...The town comprehensive plan...shall...serve as a basis for land use regulation, infrastructure development, public and private investment and any plans which may detail one or more topics of a town comprehensive plan."

The Plan consists of six chapters: The Plan, The People, The Land, The Economy, Development Plans and Design Potentials and Conclusion. A description of each includes:

- 1) The Plan - project introduction, planning approach, outline of the study, history of the region and regional strengths

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- 2) The People - overview, goals/policies and actions, population characteristics, housing inventory and suppliers, community services inventory (education, library, health and dental care, social services), emergency service resources (law enforcement, fire protection, ambulance/rescue service), recreation and cultural resources and public input.
- 3) The Land - overview, goals/policies and actions, circulation patterns (vehicular, air, harbor, railroad, pedestrian), land use patterns, environmentally sensitive areas and local laws/codes and ordinances.
- 4) The Economy - overview, goals/policies and actions, regional economy and history, employment characteristics, the economic community, government and the community (taxation and assessment, budgeting) municipal services (water, sewer, solid waste, electricity and cable, gas and gas wells)
- 5) Development Plans and Design Potentials - Route 5 and Route 60/Vineyard Drive development plans and their potential in the study area.
- 6) Conclusion - summary of the plan and implementation strategies.

A copy of the complete Comprehensive Plan that is being considered for adoption, in principal, has been included as Appendix B - Comprehensive Plan of this report.

### **.3 Potential Environmental Impacts and Mitigation Measures**

Adoption, in principal, of the Comprehensive Plan will have no direct impacts on the physical environment in the six communities. The Plan will not result in the approval or disapproval of any development activity from either the public or private sector. The Comprehensive Plan is a policy statement developed by the Chadwick Bay Region communities to help guide their future. The Plan is expected to benefit the City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret, Town of Portland and Town of Sheridan over the next ten to fifteen years; the Plan provides a comprehensive vision for how the communities should grow and expand to minimize haphazard development.

Potential adverse impacts and benefits can be identified based on potential development policies outlined in the Plan. These impacts and potential mitigation measures are summarized in this section.

#### **Loss of Agricultural Land**

Fruitlands are community landmarks that are unique to certain areas of New York State. Preservation of rural character in the Chadwick Bay Region has been viewed as an important goal throughout the comprehensive planning study process. However, these lands are facing increasing pressure: primarily from residential developments of single lots. The character of the region, quality of life and potential tourism and wine industry could be effected if agricultural lands are not preserved.

The combination of soils and climate make the Chadwick Bay Region a unique agricultural area that is unsurpassed in New York State. Agricultural lands are one of the most valuable, non-renewable resources in the Chadwick Bay Region; the communities recognize that these lands should be protected as future growth occurs. Agricultural lands offer inexpensive development opportunities and could be lost forever without a rational Comprehensive Plan and accompanying land use regulations.

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In the communities in the Chadwick Bay Region, there is considerable land that has been included in agricultural districts. According to information obtained from the Chautauqua County Office of Planning Services (January 1996), none of the land within the City of Dunkirk or Town of Dunkirk is in a designated agricultural district; there is minimal land in the Village of Fredonia that is within an agricultural district although there are 870 acres of agricultural land (390 acres of cropland, 420 acres of pasture and idle land and 60 acres of woodland).

In the Town of Pomfret, there are approximately 14,700 acres in designated agricultural districts (59%). This includes 8 dairy farms, 4 cash crop farms (grain and vegetable), 3 orchards, 80 vineyards and 3 livestock farms. The Pomfret agricultural district is located in the grape belt area along Lake Area; this district includes those small parcels within the Village limit that are in designated agricultural districts. Most of the vineyards are small, intensive operations; there has been recent consolidation of many of the vineyards in the agricultural district.

The Town of Portland has designated over 85% of its land in agricultural districts; there is a total of 17,220 in the district. This includes 5 dairy farms, 6 cash crop farms (grain and vegetable), 2 orchards and 90 vineyards. The Town of Portland is almost exclusively farmed as vineyards because of the deep, well drained soils and the climate of the region; Lake Erie moderates the temperature which results in a longer growing season.

There are approximately 20,000 acres of land in the Town of Sheridan that are included in agricultural districts (76%). This includes 3 dairy farms, 5 cash crop (vegetable), 68 vineyards, 1 livestock and 1 horticultural specialties. Most of the vineyards are small, intensive vineyards. Like the Town of Pomfret, there has been a recent trend of smaller farms consolidating with larger farms in the Town.

Potential loss of agricultural land in the Town of Pomfret, Portland and Sheridan as new development occurs is one potential impact of future land use decisions in the Chadwick Bay Region. The Comprehensive Plan recognizes the negative impacts of losing prime agricultural land and includes several policies that stress the importance of protecting these lands.

The Chadwick Bay Region can protect its agricultural lands with a variety of measures. The first is to encourage new development to occur within the *designated urban growth boundary*. The urban growth boundary surrounds the City of Dunkirk and Village of Fredonia. This area has been designated for more "intense" development because of the availability of sewer, water and other municipal servicing. Future residential, commercial and industrial development, if targeted in the urban growth boundary, could have minimal impact on the agricultural lands in the Chadwick Bay Region.

An additional measure that could be used to minimize impacts of development on agricultural lands is the *control of subdivisions* on agricultural road frontage. Municipalities could allow limited subdivisions in exchange for a guarantee that farm lands remain intact. "Master plans" and phasing plans, viewed as planned unit developments, would be submitted for farms that wish to subdivide; farmers could be encouraged to submit joint plans with neighboring farms. Soils maps would be submitted to show the lands that are considered the best farming areas. Spraying setbacks would have to be considered depending on type of farm operation. By controlling subdivisions, the best farming lands would be retained and road frontage would not be "eaten" up by subdivisions.

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Another potential mitigating measure to control the loss of agricultural land is to *develop a ratio of the number of lots allowed to be subdivided for every acre that is protected as farmland* (eg. one lot for every twenty acres farmed). This could be addressed in zoning ordinances. Agricultural character can be retained while farmers are able to subdivide and sell portions of their land.

The Chadwick Bay Region could encourage farmers to *explore agricultural alternatives* including the potential for expansion of a tender fruit industry, wine industry or other market areas such as the organic market. A regional farmers market, developed as a multi-use permanent facility that offers amenities such as entertainment and fast food, could also be developed. Growers could increase their market size and product variety through advertising at Clinton Bailey Market in Buffalo for suppliers and by encouraging local craftspeople and Amish community to market their goods and crafts at the facility.

### **Increased Traffic**

The Dunkirk-Fredonia hub is the core of the Chadwick Bay Region of northern Chautauqua County. This urban core, along with the surrounding towns, therefore have many services and functions that go along with being the center of activity: government offices, social services, community services, cultural facilities, retail establishments, industries, and educational facilities. The SUNY Fredonia campus, located in the center of this hub, is perhaps the largest facility in the region. The location of these amenities bring to the Chadwick Bay Region a moderate traffic flow as local residents and commuters utilize this wide array of services.

With the importance of transportation corridors in the overall development of a region, the road network must be efficient and well-maintained in order to facilitate the movement of people and goods. A region's transportation system not only impacts residents' ability to travel to work, shopping and recreational activities, but it can affect the transport of industrial materials to and from markets, thereby playing a crucial role in the region's overall economy. The improvement of existing roads and construction of new roads is within the scope of the comprehensive plan.

An increase of traffic in the Chadwick Bay Region could result if the Comprehensive Plan is adopted, in principal, and its recommendations implemented. Comprehensive Plan makes several recommendations that could increase the flow and/or amount of traffic in certain areas of the region. These impacts include:

- Increased traffic and signage along Route 5 and Route 20 as they are developed as "parkway" and "scenic drives".
- Increased traffic along Route 60.
- Increased traffic in the City of Dunkirk to reach the North County Industrial Park in the Town of Sheridan.
- Potential to add additional types of transportation (intermodal) for residents and visitors.

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These specific impacts are discussed below.

Increased traffic and signage along Route 5 and Route 20

New York State Routes 5 and 20 are major thoroughfares in the Chadwick Bay Region. Together, these routes carry a great deal of vehicular traffic for the region. Route 5 follows the shore of Lake Erie, and provides spectacular views. Route 20, running generally parallel to Route 5 but located inland from the Lake, crosses the large tracts of agricultural land prevalent in this area of northern Chautauqua County.

From east to west, Route 5 passes through five of the Chadwick Bay communities: Town of Sheridan, Town of Dunkirk, City of Dunkirk, Town of Pomfret and Town of Portland. The only community without Route 5 access is the Village of Fredonia. For nearly the entire length of Route 5, this road is the closest that vehicles can drive to Lake Erie. Therefore, the road already has tremendous appeal for scenic drives. The Comprehensive Plan builds on this appeal and recommends that a "parkway" be created on Route 5. (For purposes of the Comprehensive Plan and this FGEIS, the "parkway" concept does not mean the official parkway designation utilized by the NYS Department of Transportation, which is defined by a divided highway with no commercial traffic and other features.) In the Chadwick Bay Region, the "parkway" character can be created by implementing the following measures:

- creating a new road cross section, such as treed or landscaped median or walkway,
- creating interpretive nodes along the roadway,
- installing sculptural features and focal points at river "crossings",
- developing some commercial nodes, such as winery outlets and restaurants, for visitor related goods and services.

From east to west, Route 20 passes through four of the Chadwick Bay communities: Town of Sheridan, Town of Pomfret, Village of Fredonia and Town of Portland. Route 20 does not enter the City or Town of Dunkirk. With the exception of the section that passes through the Village of Fredonia, the overall appearance of Route 20 is rural with scattered commercial uses. The Comprehensive Plan recommends enhancing the existing character of Route 20 by developing the road as an agricultural parkway. Specific recommendations include:

- enhancing existing commercial nodes, specifically antique shops and vineyards,
- improving access and parking,
- installing interpretive signage explaining the region's history.

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With implementation of some or all of these recommendations, traffic on Route 5 and Route 20 is likely to increase as the roads become destinations for travellers and residents. Mitigation measures to minimize the negative impacts of increased traffic include the *development of design standards* that could be adopted, in principal, by each waterfront community. The standards would be developed by representatives of each community and should include the input of a landscape consultant. Such standards would govern the type, size and placement of landscaping and sculptural features; the criteria for establishing commercial and interpretive nodes; the type, size, design and placement of interpretive signage; and the type of uses to be allowed along Route 5. Any signage along Routes 5 and 20 would require *NYS Department of Transportation approval and review* for conformity to the Manual of Uniform Traffic Control Devices. Another mitigating measure related to design standards is the *revision of existing zoning ordinances* to incorporate the design regulations.

*Highway specifications* could also be developed by the waterfront communities as a means of addressing increased traffic along Route 5 and Route 20. Specifications should include requiring service roads or secondary access roads for commercial areas. These roads would provide one point of entry along Route 5 or Route 20, with individual driveways off the secondary road instead of the main road. Because service roads reduce the number of curb cuts along a main road, traffic generally flows more smoothly. A *Corridor Management Plan*, prepared in coordination with the NYS Department of Transportation, would be required before service roads or curb cut changes could be approved. Highway specifications should also include minimum front and side setbacks for uses along Route 5 and Route 20 to provide a coordinated, pleasing appearance to the entire length of these roads.

A final measure to minimize the negative impacts of the Comprehensive Plan recommendations is the *local review of all regulations and improvements* proposed for Route 5 and Route 20. Before any local design standards, highway specifications or changes to zoning ordinances can be approved, public review would be required. By allowing the public to review and comment, local officials ensure community participation in implementing these changes.

#### Increased traffic on Route 60

The Route 60/Route 20/Vineyard Drive section, located primarily within the Village of Fredonia, occupies a unique position in the Chadwick Bay Region. Situated near the geographical center of the region, east of the SUNY Fredonia campus and connected to Barker Common in 'downtown' Fredonia via Route 20, this section has great potential to serve as the hub of the entire region. The Route 60 corridor already contains most of the region's "big box" retail businesses and restaurant chains: WalMart, Hills, TJ Maxx, K-Mart, Perkins, Pizza Hut and Bob Evans. Also located in this area are banks, gas stations, a bowling alley and a Days Inn.

Currently, NYS Route 60 functions as the major linkage route between the north and south portions of Chautauqua County. The Comprehensive Plan recommends the area encompassed by Route 60/Route 20/Vineyard Drive be developed as a "regional center," which includes a regional hall and common, commercial uses, offices and residences. These amenities are intended to serve the needs of the residents by providing a centralized location that is adjacent to the existing commercial corridor along Route 60.



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The use of Route 60 as a major linkage road, combined with the concentration of existing commercial uses, results in traffic congestion that most residents currently perceive as a problem. Consequently, the introduction of new development (regional center, common, offices, commercial uses and residences) into the area could generate additional traffic. This added traffic should be partially offset by the fact that by concentrating growth in an area that is already a destination point, overall traffic impacts could be reduced as people are able to make several stops in one area and thereby combine trips.

Measures to minimize the negative impact of increased traffic in this section of Route 60 in Fredonia include the implementation of *highway management techniques* to control traffic flow. Techniques such as access roads can be used to reduce the number of curb cuts along the route, enabling drivers to access the numerous businesses and travel between points without having to drive on Route 60. A *Corridor Management Plan*, prepared in coordination with the NYS Department of Transportation, would be required before service roads or curb cut changes could be approved. Additionally, the localities along this portion of Route 60 should review their minimum front and side yard setbacks to ensure consistency for new development. *Parking regulations* should also be reviewed and revised; these regulations can improve the flow of traffic as it enters, exits and circulates within the sites.

*A coordinated review of the Route 60 corridor with New York State Department of Transportation officials* would enable the local communities to pursue adjustments in traffic signaling. A study of traffic flow would reveal if the area could benefit from timed signals, changes in turning patterns, or other traffic control techniques.

#### Increased traffic in the City of Dunkirk to reach the North County Industrial Park

The City of Dunkirk, the only city in the Chadwick Bay Region, has the expected concentrations of housing and services that produce accompanying concentrations of traffic. Located to the east of the City in the Town of Sheridan is the North County Industrial Park, a 610-acre site of industrially-zoned land. The Park can offer numerous benefits to industries including direct proximity to two rail lines and the Chautauqua County Airport at Dunkirk, full service by water and sewer infrastructure, and fiber optics capability.

Despite its many features, the Industrial Park currently has just one tenant, Browning-Ferris Industries. The communities in the Chadwick Bay Region, along with Chautauqua County officials, recognize the great potential of this Park and have joined efforts to market it to businesses and industries seeking a site. These efforts include applying for funding to construct an industrial access road and the development of marketing materials. The Comprehensive Plan recommends that these marketing efforts be continued in order to make optimal use of the under utilized Industrial Park.

Given the numerous benefits the North County Industrial Park can offer to tenants, it can be expected that the Park could be more fully occupied over the next decade. As new industries locate there, an accompanying increase in traffic could occur: employees travelling to and from their jobs, and the movement of raw materials and finished goods to markets. This increase in traffic may be most evident in the City of Dunkirk, where a concentration of traffic already exists. Routes taken to and from the Industrial Park would most likely be NYS Route 60, County Route 121 (Middle Road), and a short portion of NYS Route 5. In addition, access from Route 20 and Route 5 requires the use of city streets. This could be detrimental to local residents, especially if heavy trucks are using narrow residential streets.

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In order to minimize the negative impacts of increased traffic in the City of Dunkirk, the Chadwick Bay communities should continue to seek *grant money for construction of a new road to access the Industrial Park*. Sources include the NYS Industrial Access Program, US Department of Housing and Urban Development, Appalachian Regional Council and Chautauqua County Industrial Development Agency. While obtaining the entire amount from one source may be difficult, a combination of funds including local contribution of money or in-kind services should be more effective. A new access road could be designed to carry traffic directly from the NYS Thruway to the North County Industrial Park, thereby relieving the traffic on local roads within the City of Dunkirk.

If a new access road is not forthcoming, the community can pursue *traffic control techniques* with the New York State Department of Transportation and the Chautauqua County Department of Public Works, as appropriate. Techniques could include synchronized traffic lights, signal improvement (to include right/left-turn arrows if appropriate), improved signage, or the identification of designated truck routes to reach the Industrial Park.

#### **Potential for Intermodal Transportation**

The rail station in the City of Dunkirk has not been used as a passenger station for several years, although Conrail has owned it since the early 1970's and uses it as a maintenance office. Located on Main Street at the intersection of Third Street in the central business district, the station has recently been the focus of re-development plans by the City. The City has petitioned Amtrak to schedule a southbound and a northbound stop at the station to accommodate local commuters. Amtrak has agreed to a one-year trial arrangement, but the City must make necessary improvements such as making the station handicapped accessible. While the plans have not yet been finalized, they are not expected to include major renovation of the station or other site work until a longer-term arrangement can be made with Amtrak.

Re-development of the existing Amtrak station in the City of Dunkirk could impact the environment in several ways. The most noticeable impact would be the accompanying increase in traffic generated with the operable train station; motorists would be driving to the site and parking their vehicles there for extended periods of time. However, traffic would be heaviest only during very early morning hours (i.e. 5:00 - 5:30 a.m.). There may be no afternoon stops. Traffic circulation in the vicinity of the station therefore would not be greatly affected; existing traffic patterns would probably not need to be changed to accommodate the influx of more motorists. An additional impact could occur if more space for parking is needed. If sufficient space is not available on the site, an additional parking lot would have to be installed; again, such an improvement would not be undertaken by the City until a long-term arrangement with Amtrak is in place.

There are positive impacts that could also occur with the re-development of the station if Amtrak continues the stop after the one-year period. The site could be improved by upgrading the building facade and installation of landscaping throughout the site.

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The Comprehensive Plan recommends that impacts of the railway station be assessed to determine potential development that could surround the facility; impacts could be studied throughout the one-year trial period. The Plan suggests that transit-oriented development such as high density residential, day care and other commuter based facilities could be spurred with the re-development of the station. These new uses could impact the vicinity by consuming land area for new building, generating more traffic, requiring that more area be paved to provide parking, and altering existing drainage patterns.

Mitigation measures could include *review of the proposed development plan by the City Department of Public Works, the City Planning Board, and the State Department of Transportation*. The City Public Works Department and the State DOT would be required to assess the development plan for impacts to the circulation pattern. The City Planning Board would be required to review the site plan for drainage, circulation, landscaping, signage, lighting, and compatibility with the surrounding neighborhood. Site specific measures could be required such as *fencing, landscaping, or berms* to ensure suitable buffering exists between the station and surrounding uses. Planning Board review would include *public input* obtained as part of the local review process.

### **Encroachment on Environmentally Sensitive Areas**

The natural environment of the Chadwick Bay Region includes some of its most valuable resources. Included in these resources are: prime agricultural land, woodlots, steep slopes, wetlands, streams, floodplains, creeks and the Lake Erie shore. These characteristics contribute to the quality of life in the region, its overall economy, and its appeal as a tourist destination. Any development that occurs in the region should therefore aim to protect these natural resources to the greatest extent possible.

There are several recommendations made in the Comprehensive Plan which could impact environmentally sensitive areas in the Chadwick Bay Region. These recommendations would in some cases result in the loss of certain valuable natural areas; in other cases they would bring about increased use of these areas. Recommendations include:

- development of the Chadwick Bay Region waterfront with unique, water-related uses;
- utilization of the region's lakes as anchors for recreation/tourism development;
- development of a recreation trail system;
- creation of additional neighborhood or community parks if needed; and
- allowing limited subdivision development in agricultural areas.

The Lake Erie waterfront touches all of the Chadwick Bay communities with the exception of the Village of Fredonia. The waterfront provides one of the grandest amenities that the region has to offer, both for aesthetic appeal and recreational opportunities. The longest shorelines are found in the Towns of Sheridan and Portland and the City of Dunkirk. The waterfront and pier in the City of Dunkirk is especially highlighted in the Comprehensive Plan to receive increased promotion; this is the site of the Dunkirk Harbor Significant Coastal Fish and Wildlife Habitat. Specific recommendations include development of facilities for transient boating and an outdoor museum display. The Comprehensive Plan further recommends that the other existing points along the lakeshore be improved and marketed: Sheridan Bay, Dunkirk Convention Center, Wright Park, City of Dunkirk pier, Memorial Park, Point Gratiot, Lake Shore Golf Course, Van Buren Boat Launch and Lake Erie State Park. If the use of these features increases, the impacts of traffic, parking and the development of additional land would result.

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Besides Lake Erie, the lakes in the Chadwick Bay Region are situated predominantly in the southern portion of the Town of Pomfret. Upper Cassadaga Lake, Middle Cassadaga Lake, Mud Lake and Bear Lake are all in this area. The surrounding area has not experienced large-scale development; rather, small hamlets have sprung up around some of the lakes, the largest being Lily Dale. The Comprehensive Plan recognizes the attraction of these natural bodies of water and recommends that the Chadwick Bay Region lakes be utilized as anchors for recreational or tourism development. In particular, Upper Cassadaga Lake and Bear Lake could be promoted to attract more people to Lily Dale and maximize this unique hamlet. These measures would capitalize on the existing tourism industry in this portion of Chautauqua County, contributing to its economic viability. At the same time, new development would encroach on land that is currently unused.

The development of a trail system to serve residents and tourists is also recommended in the Comprehensive Plan. Designating a trail provides a safe means for hikers and sightseers to exercise, travel between destinations, and observe the natural environment. Trails could be developed to link specific features or simply to follow a scenic path. A waterfront trail to link the various waterfront features is recommended along the Lake Erie shore. This trail could be specifically suited to bicyclists and pedestrians. Towns in the area could also take part in the existing national Rails-to-Trails program: the Town of Portland has the potential to develop a high quality trail system along the abandoned rail right-of-way; the Town of Pomfret could link trails along the escarpment and plateau to Portland's system. The Towns of Pomfret, Portland and Sheridan could negotiate with private landowners to create a system of local trails to provide connections between neighborhoods and unique environmental features (wetlands, lakes, woodlots).

While there are numerous parks and recreation facilities in the Chadwick Bay Region, the Comprehensive Plan recommends that these amenities be looked at to determine if there are underserved areas. The Towns of Pomfret, Portland and Sheridan could benefit from the development of additional neighborhood parks in residential areas: in Pomfret, along Farel Road, North Road and Webster Road; in Portland, in the hamlet or along Route 20; and in Sheridan, in the Town center or along Route 20. In addition, there may be a need for new community parks, which would be larger than neighborhood parks and serve a greater area. The development of new parks would result in the loss of land.

There may be an impact to the fish and wildlife habitat at Dunkirk Harbor if lands in this area are developed. Dunkirk Harbor is the only large natural embayment in New York's portion of Lake Erie south of Buffalo. It is one of the few places in the lake that provides substantial protection from wave action for fish, wildlife and aquatic vegetation.

A final environmental impact could result if new residential development occurs in the Chadwick Bay Region. The Region is likely to experience limited growth as the demand for new homes increases. While some new growth could occur on vacant lands in the "urbanized" areas such as the City of Dunkirk and the Village of Fredonia, the towns should also see some of this construction to accommodate the demand for rural, large lot homes. If this happens, new residential development could encroach on land that is currently farmed, resulting in a loss of this resource as well as a loss of the community's scenic resources.

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Several measures can be implemented to minimize the negative effects of these recommendations. Actions can be taken at the local level to preserve natural areas of special significance. This effort would require identifying the resources to be protected, determining their location, and then mapping them so the information is readily available. A *conservation program* could be developed to preserve plant and wildlife corridors throughout the region. Local governments could also *restrict the removal of topsoil from unique and prime agricultural lands* by incorporating pertinent guidelines into their land use regulations. By *discouraging development from the escarpment area*, communities can ensure that this significant resource is not destroyed; new proposals could be reviewed on an individual basis to determine the visual and environmental impacts.

Protection of the fish and wildlife habitat at Dunkirk Harbor should be an important part of any development proposal in this area. To ensure that the habitat is properly treated, development proposals should be *reviewed by the NYS Department of State's Division of Coastal Resources and Waterfront Revitalization*. If possible, the natural habitat could be *incorporated into park, trail or tourism projects for educational purposes* by appropriate signage or the provision of areas for observation.

Municipalities can also *protect old growth forests and enhance future hardwood forests* by appropriate regulations. The Comprehensive Plan recommends that wooded areas should be maintained in their natural state. Specific areas to be protected include Point Gratiot Park and Wright Park on the Lake Erie waterfront, areas along Canadaway Creek in the Village of Fredonia, the nature sanctuary along Canadaway Creek in the Town of Dunkirk, and the three old growth forests in the southern portion of the Town of Pomfret. Further protection of environmental features can be obtained by *developing conservation easements* along stream banks and the Lake Erie shore; easements can also be used to protect the region's Class A streams and water bodies.

Municipalities can *amend their subdivision regulations* to include techniques to minimize the negative impacts of subdivision development. Municipalities can allow limited subdivisions may be allowed in exchange for a guarantee that farm lands remain intact. Local regulations can also include a requirement that subdivisions be phased over time to lessen the impact of development. A *review of local zoning ordinance* would reveal if required setbacks and landscaping are sufficient to effectively buffer the new residential areas from the agricultural lands, and vice versa.

### **Changes to Historic Character of Village of Fredonia**

The Village of Fredonia has an attractive, healthy Central Business District that centers around historic Barker Common. The green space of the Common is surrounded by shops, offices and municipal buildings, all contributing to the Village's historic character and charm.

There are several recommendations made in the Comprehensive Plan which could result in changes to the historic quality of the Village. These recommendations deal with potential changes to existing structures, alteration of existing transportation linkages, or new development in or near the historic CBD. Any change in use or intensity of use could bring an increase in traffic to the Village. New building could also obscure or interfere with historic architectural features.

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The Comprehensive Plan recommends that older buildings in the Village of Fredonia and the City of Dunkirk be evaluated for suitability as senior housing and low-income apartments. Since large older homes can be costly to maintain as single-family residences, they often revert to apartments. Areas surrounding the SUNY Campus have already experienced the change in larger homes from single-family to apartments for students. While this conversion may provide economic assistance, it can create problems in the surrounding neighborhood related to parking, noise and lack of maintenance.

Another recommendation that would affect the Fredonia CBD is the development of a regional museum in the Chadwick Bay area. Development of the museum as a "Center for Northern Chautauqua History" would include research center available to students and residents. The museum could also become an attraction for visitors. If this idea is implemented, the Center could seek funding through grants or loans to eventually become the "historical information focus" for the entire region.

A recommendation related to circulation within the urbanized areas of the Chadwick Bay Region would affect the Village of Fredonia. The Comprehensive Plan suggests that improvements be made to better link the Fredonia CBD, the Dunkirk CBD and the future regional CBD (Route 60/Vineyard Drive/Route 20 vicinity). Circulation improvements could be accomplished in several ways, ranging from changes to signage or signals, to designating certain roads as one-way and construction of new road linkages. All such changes would alter existing traffic patterns in Fredonia and thereby impact its character.

An art-related theme is offered as one way to capitalize on the artist/student activity in the CBD. Attracting commercial galleries to the Village would both enliven the commercial core and complement Fredonia's historic character. While this type of development would bring many positive results, the CBD could be impacted if new buildings were constructed or existing buildings altered to accommodate a gallery.

Keeping communication open between the Village and Red Wing is seen as an important for the economic future of the Village. Recent conversations with Red Wing indicate that the company would be interested in having direct access to Vineyard Drive and, thus, the NYS Thruway. The Comprehensive Plan recommends that the Village continue efforts to determine an alternative route that would meet the company's needs. The new route would also improve access for potential future businesses in the area and link Route 20 with Vineyard Drive. Changes to the existing road network could result in a loss of land for new road construction and an altered traffic pattern in Fredonia.

Further impacts to the Village of Fredonia could be realized if further studies indicate the two communities should loop existing water mains between Fredonia and Dunkirk. This recommendation could result in future efficiency and service within the two communities. Upgrading the water system in this way could provide benefits to the area; however, these improvements could result in new development as the overall water system is able to accommodate additional users. The Village of Fredonia could see more industrial development as a result of the water main looping.

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Mitigation measures to address the negative impacts of these recommendations center around *revisions to the local land use regulations*. The Village should *incorporate site plan review* into existing zoning regulations. The authority for site plan review would rest with the Planning Board, allowing it to review all non-single-family residential developments, both new uses and changes in use. Site plan approval should also be required for conversion of large old homes to apartments to ensure parking and other servicing are adequate. Any new development in the CBD would also require site plan approval, allowing the Village to review all changes for compatibility with the historic character of the surrounding area. *Height and bulk limitations* are also ways to ensure the current character of the Village is not negatively impacted.

The Comprehensive Plan recognizes the importance of considering new development in preserving and protecting historical structures and landscapes from incompatible development. To do this, public investment in the form of grants or loans should be targeted to enhancing the historical character of the Village. The Village is considering the adoption of design guidelines for the historic downtown area. In addition, any development should be *reviewed by the State Office of Parks, Recreation and Historic Preservation (OPRHP)* to determine if archaeologically sensitive areas are affected.

Changes to the existing road network would require *review by local/County/State transportation officials* as well as *public review* to ensure all impacts are considered and incorporated into the final design. In addition, the *State Environmental Quality Review Act (SEQRA)* requirements would be followed for major transportation improvements; these requirements stipulate that all aspects of a proposed development and alternatives to the development be carefully considered.

### **Increased Sewer Demands**

Economic growth and development are the most significant determinants of an area's quality of life. The availability of gainful employment contributes to the viability of all other community functions. The Chadwick Bay Region is facing many of the economic challenges that are common to other areas of New York State, illustrated by the loss of nearly 2,000 manufacturing jobs since 1983.

The Comprehensive Plan recognizes the importance of economic development. The Plan identifies the retention and expansion of existing industries and the attraction of new industries as major goals for the region. Retaining existing industries would require municipalities to be aware of the particular needs of companies. Public/private partnerships could then be developed to address these needs before they become insurmountable.

Also recommended in the Comprehensive Plan is the attraction of smaller (20-50 employees) industries as a means of improving the economic climate of the region. Officials in the region recognize that attracting smaller firms may be more likely than securing a large company. Smaller firms that supply or transport products for existing companies may consider locating in the Chadwick Bay Region.

Adequate sewer capacity is a basic need of industry and an integral component in the operation of industrial plants. Currently, there are two sewer systems in the Chadwick Bay Region, in the City of Dunkirk and the Village of Fredonia. Currently, both systems are operating below capacity except during peak times; however, both systems experience a large volume of industrial waste that periodically limits their operation. Dunkirk's system has a capacity of 6 mgd and current demand of 4 mgd (20 mgd peak); the capacity of Fredonia's system is 3.3 mgd and current demand of 2.5 mgd (7-8 mgd peak). If new industries were added to these sewer systems, the systems could exceed capacity and require expansion.

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According to the NYS DEC, one issue with expansion of the Fredonia sewer system is the impact of the sewage treatment plant's outfall which is a New York State Maintained Flood Control project. This would have to be considered if the system is expanded.

Expansion of public sewer lines could produce environmental impacts in two ways: the disruption of the community with excavation, traffic detours and interruption of service; and possible new growth as the system is expanded and capable of accommodating it. New industrial development itself could bring a loss of open land, increased traffic, and other environmental effects such as noise, odor and pollution.

A way of mitigating the negative environmental impacts of the sewer system expansion would be to *direct industrial growth within the urban growth boundary*. Assuming new growth will generally follow the sewer lines, this strategy ensures orderly growth by preventing scattered development.

A second means of minimizing the negative effects of the potential sewer system expansion is the *required State review of all expansion proposals*. The State Department of Environmental Conservation must approve any change to existing sewer or water systems to make sure they conform to legal and environmental regulations. *State review of the flood control project at the Fredonia Sewage Treatment Plant* would also be required.

### **Consolidation/Regionalization of Services**

The six communities in northern Chautauqua County (City of Dunkirk, Village of Fredonia, Towns of Dunkirk, Pomfret, Portland and Sheridan) have expressed their identification with one another by joining together as the Chadwick Bay Region. This approach is not only evident in the joint preparation of this Comprehensive Plan, but in the preparation of several other development efforts that have a regional benefit. Geographically, this portion of Chautauqua County is distinct from the Chautauqua Lake region and the southern part of the County; the Chadwick Bay Region is centered around the Dunkirk-Fredonia hub and is oriented to Lake Erie.

The Chadwick Bay communities recognize that coordinating development and marketing efforts can result in a greater chance of success. The Comprehensive Plan therefore recommends several other functions that could produce benefits if consolidated or regionalized. They are:

- a potential regional senior citizen program to serve the growing population in the Chadwick Bay Region. A coordinated strategy of social service delivery to this group could include social programs, health education and volunteer opportunities. A regional approach to transportation of seniors could also be required.
- a possible consolidation of court services between the Village of Fredonia and the Town of Pomfret, which could result in a cost savings in administration, overhead and office space.
- the possibility of consolidating emergency medical services and fire services. All Chadwick Bay communities should take part in a task force to study and address any overlap between services provided by the local departments and the Chautauqua County Ambulance Service.



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- a comprehensive regional recreation master plan/study to ensure each community's recreation projects are not duplicated.
- development of a regional council of mayors/supervisors to facilitate economic development in the region. The council could be made up of all agencies offering any development approval such as planning, zoning, building inspectors and economic development.
- consolidation of land use regulations and services for the six municipalities. This effort would provide consistency throughout the region and incorporate the region's overall goals.
- development of a "regional center" along Route 60/Vineyard Drive that would be the focus of the entire region. The Center would house offices from all development interests (IDA, Planning, Economic Development, Building Inspection, etc.).

The development of a regional center for the Chadwick Bay Region has the potential for affecting existing governmental operations among the area's six municipalities. Implementing this idea could result in both geographical impacts and psychological impacts. Existing governmental services may open a second office in the regional center, improving service to residents who live close to the center and enabling residents to feel their government is more accessible and efficient. On the other hand, some offices may be relocated to the new center if services were consolidated; residents may then feel psychologically more removed from the operation of their town, city or village.

If the regional center is treated like a "second office" for municipal functions such as planning, economic development and building inspection, additional funds would have to be expended by the localities to provide staffing, office space and supplies. The transfer of information and materials between sites would also have to be considered and would affect costs associated with telephone, mail, and inter-office travel. Conversely, if the regional center held some or all local offices, the burden of travel would be felt by the residents or visitors needing service. An additional consideration in this scenario is the potential loss of jobs if municipalities realized that one staff person could handle the same responsibilities for more than one jurisdiction.

Another important consideration in establishing a regional center is the change in traffic circulation patterns. The viability of the center would depend in large part on the public's ease in reaching it. Current traffic problems in the area of Route 60 and Vineyard Drive would have to be addressed; existing traffic patterns may have to be reconfigured to increase the efficiency of the road network.

These impacts could be mitigated by *conducting a thorough study of the effectiveness of each type of service*. The study should involve a resident survey rating the effectiveness of current governmental services and asking their opinions on consolidating services in a regional center. Further measures to gauge public opinion on the matter can be obtained through *public referendum*.

Traffic impacts could be mitigated by the *preparation of a comprehensive traffic study* for the area by a certified professional engineer. The study would include recommendations for improving traffic flow and ways of handling the additional traffic that a regional center would generate. Methods that could be assessed are *creation of service roads* to reduce traffic movement on the major roads and *synchronized traffic signals*. Traffic control techniques that could also be assessed include *turning regulations (lanes, arrows), parking regulations and speed limit regulations*. Any changes to State Route 20 would require review by the State Department of Transportation.

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## **Potential Higher Density of Housing**

Projections show that the Chadwick Bay Region can expect to see a decline in population over the next 20 years if all conditions remain the same. Yet, the region can expect to see a need for additional housing. This is due in part to the changing demographics of the region: the average household size is projected to decrease slightly, and the elderly may make up a greater proportion of the overall population in the future. The region may therefore need additional housing to accommodate smaller households and senior citizen households. This housing could be in the form of apartments, condominiums, or smaller lot detached homes.

There could also be an increased demand for medium density housing appealing to the increasing proportion of residents 40+ years old who typically have higher than average incomes, and to young professionals. This housing could be in the "moderate to upscale" range and include detached housing or townhomes. The interest in this type of housing has been expressed to real estate developers in the region as a growing housing need.

There is also a need throughout Chautauqua County for new residences to house the many farm workers that are employed at area farms. The Farm Labor Housing Market Study prepared in 1994 by Phoenix Associates, Inc. estimated that 30-45 new units of farm labor housing could be built and occupied in the County. With the large number of vineyards in the Chadwick Bay Region, it is likely that this new housing could be constructed in the north County area.

The Comprehensive Plan recommends that a variety of housing types be provided to meet the needs of residents. These include: affordable, low-maintenance housing; manufactured housing; townhouses, duplexes or condominiums; and moderately priced or upscale housing.

The four towns in the Chadwick Bay area -- Dunkirk, Pomfret, Portland and Sheridan -- are typical rural communities with low housing densities. The towns contrast with the City of Dunkirk and the Village of Fredonia, which are more urbanized and contain concentrations of housing associated with urbanized communities. The addition of new housing in the City and Village could lead to even higher housing densities. New residential developments would likely occur on land that is currently vacant, wooded or agricultural; there may be some "infill" housing that could be constructed on the site of older homes that have been demolished. Besides the loss of land, new housing could mean greater numbers of people requiring services such as police and fire protection, water and/or sewer service, education, health care, and other social services.

These impacts could be mitigated primarily by *local review of new housing developments*. In most cases, new residential developments of more than one single-family dwelling would require approval by the local Building Inspector/Planning Board before construction could occur. Local officials are required to assess the development's impact on existing public services and compatibility with the surrounding neighborhood before granting approval. Parking and vehicular/pedestrian movement are also issues that would need to be adequately addressed by the developer. The *subdivision plat* presented to the local officials would indicate how the development would handle increased drainage and runoff, the cutting of trees, construction of roads, placement of driveways, and building setbacks. The development would be subject to further review as it is presented to the public for input at a *public hearing*.

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Other mitigation methods to minimize the negative impacts of increased density in the City of Dunkirk and the Village of Fredonia are to *disburse low-income housing in all communities* rather than concentrating them solely in the City or Village. Through the use of *infill techniques*, the perception that entire neighborhoods are low-income can be reduced. Infilling can also be used for the construction of farm worker housing.

### **Increased Development of the Central Waterfront**

The Lake Erie shore in the heart of the City of Dunkirk -- "Chadwick Bay" -- is perhaps the most recognizable point of the region and was aptly chosen as a name to represent the six communities. With the city situated roughly in the center of the region, and the downtown waterfront section in the center of the city, this site is the geographic focus for the Chadwick Bay communities. With Wright Park, Memorial Park, Point Gratiot and the City pier, this stretch of waterfront is already an anchor for tourism and recreation development; it also presents great potential for the region's future growth and development.

Several recommendations in the Comprehensive Plan could affect the use of the City's waterfront. The Plan suggests that this area be promoted to a greater extent, especially the marinas. Transient boating facilities and an outdoor museum display could be developed at the pier to attract people and maximize the prime location of this waterfront. Point Gratiot Park is seen as capable of playing a greater role in attracting tourists to the City. A two-way road, improved entry points and additional parking are suggested ways to maximize this valuable resource. The Plan also recommends a large commercial use for the waterfront, perhaps an outlet or shopping mall, as a means to attract visitors and residents.

A further recommendation made in the Comprehensive Plan relates to the future use of the Niagara Mohawk power plant. If production ceases at this facility, a long-term redevelopment plan is suggested to take advantage of the prime waterfront location the plant occupies. The redevelopment concept could include a visitor facility, shopping, ship museum, and condominiums.

The implementation of these recommendations could lead to increased usage of the waterfront in the City of Dunkirk by both visitors and residents. More people using this area could result in such impacts as increased vehicular and pedestrian traffic, noise, litter and illegal parking. The development of additional facilities at the waterfront (commercial, museum, residences) could mean the loss of land, except for uses proposed on sites already occupied such as the Niagara Mohawk site. With added facilities would come the need for more paved areas including parking lots and sidewalks; existing traffic circulation patterns may have to be altered to accommodate traffic flow.

These impacts can be mitigated through appropriate *land use controls* imposed by the City of Dunkirk. *Zoning regulations* could be updated to enhance the waterfront as an anchor for region-wide resident and visitor amenities. To accomplish this goal, only public open space such as amphitheater or market square could be allowed between Route 5 and the Lake shore. *Setbacks and maximum lot occupancy* could also be updated in the zoning ordinance to prevent an "overcrowded" look. The City could also assess its *parking requirements* to ensure any future land use in the waterfront area would not infringe on current off-street parking for existing businesses and residences.

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In addition to the above general land use provisions, the City of Dunkirk has the authority to thoroughly review each development proposal through its *site plan review* provisions. During the site plan review process, the City's planning and engineering staff have the opportunity to assess the impact of a new building project for on-site and off-site circulation, pedestrian circulation, parking, lighting, signage, landscaping, drainage, building size and height, building materials and compatibility with the surrounding neighborhood. Site plan review gives the municipality a great deal of authority to work with a developer and impose changes on a development plan that are consistent with the community's identified goals.

A final mitigating measure for waterfront development, redevelopment or enhancement is *review by the NYS Department of State's Division of Coastal Resources and Waterfront Revitalization* for consistency with the Coastal Management Plan. Protection of the fish and wildlife habitat at Dunkirk Harbor should be an important part of any development proposal in this area. To ensure that the habitat is properly treated, development proposals should be reviewed by that office. If possible, the natural habitat could be *incorporated into park, trail or tourism projects for educational purposes* by appropriate signage or the provision of areas for observation.

Further, *preparation of a Local Waterfront Revitalization Plan* would enable the City to develop a comprehensive planning scenario for this valuable resource.

#### **.4 Alternatives**

The planning process for the six communities has included an analysis of alternative land use, transportation and other facilities. The plan was reviewed and commented upon by each community. This includes the City/Village/Town officials, special interest groups and the general public through open houses, public presentations, and maintaining the document on file in each municipal office.

Steering Committee meetings were conducted on December 14, 1995, January 29, 1996, March 11, 1996, May 21, 1996, July 9, 1996, July 18, 1996, July 24, 1996 and October 8, 1996. The open houses and public presentations were conducted on April 15, 1996, April 17, 1996, April 18, 1996, April 22, 1996, April 23, 1996 and April 30, 1996. Additional public presentations and a scoping session were conducted on September 18, 1996 and September 26, 1996; a copy of the scoping session transcripts are included as Appendix A - Scoping Session Transcripts. Round table discussions were also held with a variety of "special interest groups" to ensure their input was considered in the plan; these include: Agriculture and Economic Development Committee of the County Legislature, Agriculture, Economic Development, Education, Land Use Officials, Not-For-Profits, School Boards, Small Business Development, Tourism. In addition, all involved agencies were sent copies of the draft plan, as part of the DGEIS, for comments that should be addressed under SEQRA. All comments received have been incorporated into the Plan and this FGEIS. The Plan is therefore the result of comments and decisions made by officials and residents of the study area.

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## **Null Alternative**

One alternative is to not adopt a comprehensive plan and allow development to dictate the form and character of the community. This would oppose the goal of the six communities to preserve their character and improve the quality of life for all residents. Without a comprehensive plan to guide the growth and development of the Chadwick Bay Region over the next decade and beyond, haphazard development could occur. If this happens, valuable agricultural land could be used in ways that may be detrimental to the region, fragile environmental resources could be damaged, or the natural beauty of the region could be destroyed. The result would be the loss of the region's character: its unique mix of urban and rural life and its natural beauty.

## **Development Outside the Urban Growth Boundary**

In many of the rural communities in the Chadwick Bay Region, development pressures are a common problem. The major east-west corridors in the area, Route 5 and Route 20, provide linkages between Chadwick Bay and Buffalo to the east, and Pennsylvania/Ohio to the west. The volume of traffic carried by these routes has made them ripe for development, as most businesses along these roads benefit from excellent visibility and easy access to travellers. A similar situation exists for State Route 60 which runs through the Town of Pomfret to the City of Jamestown. Some development pressure is experienced to a lesser degree on County or local roads that extend from the urbanized areas of the City of Dunkirk and the Village of Fredonia.

To control haphazard development along major roadways and provide order to the growth that takes place in the future, an "urban growth boundary" has been developed. In general, the boundary encircles the City of Dunkirk, the Village of Fredonia, and other areas in the region where public sewer and/or water service is available. Guiding growth within the urban growth boundary could prevent strip development along the major transportation corridors, which would sacrifice the efficiency of these roads. It would also mar their appearance as scenic roadways and, over time, weaken the sense of community that exists in the region. Encouraging development within the urban growth boundary would allow the Chadwick Bay communities to accommodate residential, commercial and industrial growth while protecting the rural character of the region.

## **.5 Approvals**

Adoption, in principal, of the Plan involves the completion and filing of the DGEIS, completion and filing of an FGEIS, preparation and filing of a Findings statement and, finally, a decision on the Plan's adoption, in principal. Each of these tasks is the responsibility of the Steering Committee and individual municipal boards. No other approvals relative to the Plan adoption are required.

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## 2.0 Description of Action

The six communities that make up the Chadwick Bay Region -- City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret, Town of Portland and Town of Sheridan -- are considering the adoption, in principal, of a Comprehensive Plan. Adoption, in principal, would be granted by the appropriate municipal board within each jurisdiction. The Comprehensive Plan is the result of data supplied by various government officials (local, County, State and federal) and coordinated by a planning consultant. Additional information was obtained by the planning consultant at public presentations and open houses and through random surveys.

The Comprehensive Plan consists of six components: The Plan, The People, The Land, The Economy, Development Plan and Design Potentials, and Conclusion. Goals, policies and actions presented in the Plan centers around the development of a future land use plan that concentrates new growth within an "urban growth boundary". The boundary encompasses those areas that currently have the highest concentrations of people: the City of Dunkirk, the Village of Fredonia, the area of the Town of Sheridan close to Silver Creek, and the area of the Town of Portland close to Brocton. The future land use plan recognizes the importance of concentrating development (residential, commercial and industrial) in and near these urbanized areas. This strategy helps to protect the rural character of the region by encouraging growth where water and sewer servicing exists; it also preserves agricultural land and minimizes the negative effects of sprawl.

To determine those areas that could best accommodate development, several factors were examined. The environmentally sensitive areas in the region were avoided in devising the urban growth boundary: wetlands, floodplains, Class A stream watersheds, steep slopes and old growth forests. These areas have been reserved as open space or for passive recreational use.

Based on an analysis of population projections for the region, the Comprehensive Plan recommends that some new housing be developed to meet the needs of the changing population. Demographic trends indicate that the region's population could include greater percentages of the elderly and people between the ages of 40 and 59. A greater number of housing choices are therefore recommended in the Plan to accommodate the needs of these groups: affordable units such as apartments, condominiums, duplexes, townhouses, or manufactured housing for the elderly or those with smaller households; and moderate or upscale housing to meet the needs of higher income people.

Commercial development should be targeted on roads within the urban growth boundary. Two significant development nodes are the City of Dunkirk waterfront and the Route 60/Vineyard Drive/Route 20 section in the Village of Fredonia. Dunkirk's waterfront is viewed as an area with great potential for tourists, with possibilities for commercial and recreational uses. This area should become the focus for waterfront development throughout the entire region, building upon the existing base of activity that currently exists there. The Route 60/Vineyard Drive/Route 20 node is proposed for a "regional center" that could contain many governmental offices, a community center, and residential uses. The regional function would build on the existing concentration of commercial businesses in this section of Fredonia.

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The Comprehensive Plan recommends that industrial development be concentrated within the urban growth boundary to expand existing industrial areas. An area to be actively promoted in the region is the North County Industrial Park. This land, located in the Town of Sheridan and within the urban growth boundary, takes advantage of the adjacent Dunkirk Airport and rail lines. This site should be considered the prime land for industrial development in the region. Concentrating industries in the industrial park could minimize potential adverse impacts of industrial uses on the natural environment.

The Comprehensive Plan also provides for the future recreational needs of the region, recommending the development of a regional trail system, greater promotion of the City of Dunkirk waterfront, development of Route 5 as a "parkway", and development of additional neighborhood parks where there is a deficiency. The Plan suggests that a comprehensive regional recreation master plan be prepared to ensure all needs are met and minimize overlap.

A more thorough discussion of each land use is included in Appendix B - Comprehensive Plan to this FGEIS.

The purpose of the Comprehensive Plan is to define the outlook of the Chadwick Bay Region communities for their future growth and development. This includes developing a future land use plan that guides where development occurs in the six communities over the next 10-15 years. This Comprehensive Plan is used as a guide to determine the best use for land in the Chadwick Bay communities and should be reviewed when projects are proposed. The communities should continually review the document to ensure the goals still meet the needs of the residents.

## **.1 History**

In 1995, five of the Chadwick Bay communities (City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret and Town of Sheridan) decided to join efforts to prepare an Infrastructure Development Strategy that would assess the entire region's potential for future infrastructure improvements. The report, prepared by a consultant, recognized development nodes throughout the five communities and recommended future improvements that would be required.

Building on this joint project, the Chadwick Bay communities with the addition of the Town of Portland decided to combine efforts again for the preparation of a comprehensive plan that would look at all aspects of life in the region. Despite each community's uniqueness, the communities recognized that they have a great deal in common: geography, economy, population characteristics and overall character. The six Chadwick Bay communities proceeded to hire a planning consultant to assist them in writing the document.

The Comprehensive Plan was written over a seven month period beginning in January 1996. The Steering Committee made up of the chief elected official (Mayor, Supervisor) of each community met on a regular basis with the planning consultants (peter j. smith & company, inc.) to review portions of the plan as they were written. The consultants prepared the appropriate mapping to accompany the plan including a development limitations plan (environmentally sensitive areas), existing land use plan, future land use plan, transportation plan, community facilities plan, and recreation and park plan. The maps were prepared based on information compiled by the consultants with assistance from local officials in each community. Upon review by the Steering Committee, comments were incorporated into the final maps.

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On May 21, 1996, the Steering Committee sought lead agency status in the SEQRA process for adoption of the Comprehensive Plan. On July 23, 1996 a positive declaration was issued in accordance with Title 6 of the New York Code of Rules and Regulations Part 617.6(a)(1)(i). Scoping sessions were then held on September 18, 1996 (in the Village of Fredonia) and September 26, 1996 (in the City of Dunkirk). Appendix A - Scoping Session Transcripts contains all comments received at the scoping session including the issues addressed in the DGEIS and this FGEIS.

## **.2 Public Need/Goals and Objectives**

The planning effort by the six Chadwick Bay communities to jointly prepare a Comprehensive Plan stems from the realization that these communities have many characteristics in common. The local officials recognize that in accomplishing common goals, "there is strength in numbers." By attempting to solve problems and reach goals together, there is a much greater chance of succeeding. This strategy also minimizes overlapping projects and services, enabling the communities to make the most of scarce resources.

The goals identified in the Comprehensive Plan are general statements that guide the overall development of the six communities. Each of the goals was expanded upon to produce a series of objectives that clearly describe how the goal can be accomplished. The following goals have been established for the Chadwick Bay Comprehensive Plan:

### *Population*

GOAL 1 - To promote slow population growth in the Chadwick Bay Region

GOAL 2 - To improve community pride among all residents in the County

### *Housing*

GOAL 1 - To offer safe, affordable, quality housing to all residents in the Chadwick Bay Region

GOAL 2 - To recognize how land use regulations can positively impact residential development and create "neighborhoods" in the rural communities

Goal 3 - To maximize the effectiveness of housing organizations in the Chadwick Bay Region

### *Community Services*

GOAL 1 - To provide quality education to all residents in a cost-effective manner

GOAL 2 - To provide social and community services that meet the needs of all residents in the Chadwick Bay Region

GOAL 3 - To increase public awareness of the needs of specialized groups of citizens within the Chadwick Bay Region

### *Emergency Services*

GOAL 1 - To provide efficient, cost-effective emergency services to all residents of the Chadwick Bay Region



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*Recreation and Cultural/Historic Resources*

GOAL 1 - To develop the Chadwick Bay Region waterfront with unique, water related uses that create a destination for residents and tourists

GOAL 2 - To utilize the Lakes in the Chadwick Bay Region as anchors for recreational/tourism development but ensure their protection as usage increases

GOAL 3 - To develop a linked open space system that allows access to all user types

GOAL 4 - To address deficiencies in parks, recreation and cultural facilities and amenities in the Chadwick Bay Region

GOAL 5 - To recognize the significant historical features in the region and capitalize upon them as the communities strive to reach their tourism and economic development goals

*Circulation*

GOAL 1 - To recognize the importance of improving circulation throughout the region

GOAL 2 - To improve pedestrian and bicycle circulation patterns in the Chadwick Bay Region

*Land Use*

GOAL 1 - To diversify land uses and activities throughout the region

GOAL 2 - To develop commercial cores in specified areas of the Chadwick Bay Region

GOAL 3 - To designate land for industrial development that diversify the area's economic base

*Environment*

GOAL 1 - To protect the quality and integrity of natural ecosystems including areas of inherent biological sensitivity

GOAL 2 - To preserve agricultural lands for agricultural uses, with special emphasis on the unique agricultural lands suitable for tender fruits and grapes and market gardening

*Local Laws, Codes and Ordinances*

GOAL 1 - To consolidate appropriate "land use" regulations and services

GOAL 2 - To continually update land use regulations in a consistent format

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#### *Economic Development*

GOAL 1 - To strengthen and improve opportunities for business and industrial development in the region

GOAL 2 - To provide a "one stop shopping" environment for potential developers and industries

GOAL 3 - To promote tourism as an economic development potential for the region

GOAL 4 - To attract smaller (20-50 person) industries that provide employment opportunities to residents in the region

GOAL 5 - To promote the development of the North County Industrial Park as the focus of industry in the region

GOAL 6 - To provide job training to underemployed and unemployed residents in the Chadwick Bay Region

GOAL 7 - To ensure essential household and family commercial needs are met

#### *Municipal Services*

GOAL 1 - To provide infrastructure to support sustainable economic development and an urban growth boundary

### **.3 Location**

The Chadwick Bay Region is situated along the Lake Erie shore in northern Chautauqua County, roughly midway between Buffalo and the Pennsylvania border. In 1995, the population of the combined six communities was 41,348 people. The region is centered around the City of Dunkirk/Village of Fredonia hub, with the surrounding area predominantly rural.

The Chadwick Bay communities are served by major east-west routes that traverse the region: Route 5, Route 20 and the New York State Thruway. Thruway Exit 59 is located in the Village of Fredonia near the Route 60/Vineyard Drive/Route 20 node of activity. Route 60 is a major arterial leading to the southern portion of the County and the City of Jamestown.

### **.4 Plan Adoption Process**

The process of developing a Comprehensive Plan for the Chadwick Bay Region began with an inventory and analysis of the region's resources. A survey was drafted and distributed randomly to 601 households to assess the attitudes of residents within the six communities. Based on the survey and all information gathered, the Comprehensive Plan was developed. This document includes policies and recommended actions that could help the communities to guide growth that may occur over the next 10-15 years. An implementation plan has also been developed and is thoroughly discussed in Appendix B - Comprehensive Plan. In general, the action statements identified in the Comprehensive Plan were identified as short term, intermediate and on-going goals for the Chadwick Bay communities.

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General City Law Section 20-g, Town Law Section 284 and Village Law Section 7-741 give authority for cities, towns and villages to enter into agreements to undertake comprehensive planning and land use regulations with each other. Consistent with the amendments to General City Law Section 28-a, Town Law Section 272-a, and Village Law Section 7-722, the Comprehensive Plan should be adopted, in principal, by the City Council, Town Boards and Village Board as their official guide to accommodating growth, preserving open space and providing needed amenities and facilities. The local bodies, in adopting, in principal, the Plan, agree to implement the policies outlined in the Plan to guide growth in the Chadwick Bay Region.

A comprehensive plan is a policy statement developed by a community to help guide its future. A city, town or village comprehensive plan:

"means the material, written and/or graphic, including, but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the [city, town or village]... The [city, town or village] comprehensive plan...shall...serve as a basis for land use regulation, infrastructure development, public and private investment and any plans which may detail one or more topics of a [city, town or village] comprehensive plan."

The New York State legislation defines the components of a comprehensive plan that may be included. These are: goals and objectives, regional context, agricultural, historic and cultural resources, environmental considerations, population and socio-economic trends, transportation facilities, public and private infrastructure, housing resources, educational, health and emergency facilities, recreation facilities and commercial and industrial facilities.

Prior to adoption, the Comprehensive Plan will be reviewed in accordance with the State Environmental Quality Review Act; 6NYCRR Part 617 has recently been amended and became effective on January 1, 1996. The SEQRA process includes:

- completing an Environmental Assessment Form (EAF) to assist local and regional decision-makers in determining the environmental significance of the action
- designating a "lead agency" to coordinate the SEQRA process
- assessing the environmental significance of the action and determining the need for an Environmental Impact Statement (EIS)
- conducting a "Scoping Session" to outline the specific environmental issues to be addressed in the EIS
- completing the draft EIS
- holding a Public Hearing to receive public comment on issues addressed in the draft EIS
- completing the Final EIS and Statement of Findings

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Once the Comprehensive Plan is completed, the document should be adopted, in principal, by the six Chadwick Bay communities as their official guide to future development. Adoption, in principal, by the City Council (consistent with General City Law Section 28-a), the Town Boards (consistent with Town Law Section 274-a) and the Village Board (consistent with Village Law Section 7-722) gives the document greater status as a policy for guiding future actions by all local and regional decision-making agencies.

### **Implementation**

Upon adoption, in principal, of the Comprehensive Plan, the Planning Boards of the six Chadwick Bay communities should refer to the document on a continuous basis to ensure that the goals and objectives of the document are integrated into decisions concerning land use and development in their community. The policy recommendations should serve as an agenda for the actions of public bodies and private individuals effecting change in the region. Specific policies that require approval/review of Boards in the individual communities include:

- comprehensive updates of City/Town/Village zoning ordinances and zoning maps
- development of a "Center for Northern Chautauqua History"
- potential development of a regional senior citizen program
- completion of a comprehensive study of all community service organizations
- potential consolidation of emergency and/or fire services
- development of Route 5 with a "parkway" character
- creation of a regional or municipal trail system
- development of a regional recreation master plan/study
- development of additional parking for the waterfront amenities
- development of a "regional center" along Route 60/Vineyard Drive
- implementation of a conservation program to preserve plant and wildlife corridors
- approval of shoreline protection measures in conjunction with the NYS Department of Environmental Conservation
- completion of a hydrological study on Canadaway Creek
- incorporation of site plan review into local land use regulations
- undertaking a study of vacant industrial space
- potential of installing/extending public water or sewer systems.

## **3.0 Potential Impacts and Mitigation**

### **.1 Geology**

#### **Existing Conditions**

The existing mineral resources in the Chadwick Bay Region are described in Appendix B - Comprehensive Plan.

#### **Potential Impacts**

The NYS Department of Environmental Conservation, Division of Mineral Resources, maintains information on the location of oil and gas wells in local communities. Oil production for the Chadwick Bay region is concentrated in the Town of Pomfret, where its only active oil well produces between 1-1000 barrels of oil per year. Gas production is a viable resource that is available in most of the Chadwick Bay communities. The Towns of Dunkirk, Pomfret, Portland and Sheridan contain active gas wells. The Town of Sheridan also has a large underground natural gas storage area.

#### **Mitigation**

The location of oil and gas wells in the region has been identified by the NYS DEC and mapped for inclusion in this Comprehensive Plan. Local officials therefore have access to this information as they consider development proposals within their borders. Any development occurring in close proximity to an oil or gas well could be carefully reviewed by local planning/engineering staff as well as State DEC officials if appropriate to ensure these resources would not be endangered.

### **.2 Water Resources**

#### **Existing Conditions**

Water resources including groundwater, wetlands, floodplains and streams are described in detail in Appendix B - Comprehensive Plan.

#### **Potential Impacts**

The main sources of drinking water in the urbanized areas of the Chadwick Bay Region are Lake Erie (City of Dunkirk) and upland reservoirs (Village of Fredonia). The rural areas of the region use drilled wells and ground water for their water supply. Any pollutants entering the ground could potentially contaminate the water supply for these communities.

There are several State-designated wetlands in the Chadwick Bay Region. All communities in the region contain some wetland areas with the exception of the City of Dunkirk and the Village of Fredonia. Development occurring near the wetlands could jeopardize the unique natural habitats normally found in these areas.

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Floodplains surround the numerous streams in the region and are found in each of the six communities. The floodplains generally follow streams and creeks in the Erie Lake Plain and along the Lake Erie shoreline. FEMA maps supplied by the federal government indicate the location of the 100-year flood prone areas in the region. There are three State Maintained Flood Control projects in the region: St. Columban's Seminary Pump House and Sewage Treatment Plant in the Town of Sheridan, and the Fredonia Sewage Treatment Plant in the Town of Dunkirk.

Some streams in the region are classified by the State as Class A, those with waters used for drinking supplies. Class A streams and lakes include the Fredonia Reservoir, Bear Lake and their tributaries in the Town of Pomfret. Maintaining the quality of these resources is of the utmost importance to the health of the community; any development in the drainage basins of these waters could pose a threat to the water supply.

### **Mitigation**

The local communities have resources at their disposal to identify the location of most water resources in the region through State and federal mapping. The FEMA mapping showing all floodplain areas can be used by municipalities to discourage all development from floodways in order to prevent the contamination of water resources. The three State Maintained Flood Control projects should also be reviewed if changes in land use are proposed nearby. All developments should be reviewed for their proximity to existing water supplies.

The communities can supplement existing resources with additional measures such as shoreline protection techniques. The NYS DEC could provide assistance in the preparation of these guidelines. In addition, conservation easements along stream banks and Lake Erie could be developed.

## **.3 Transportation**

### **Existing Conditions**

The existing transportation network in the Chadwick Bay Region is fully described in Appendix B - Comprehensive Plan. This includes a description of the road network, air service, harbor facilities, railroad facilities and pedestrian facilities.

### **Potential Impacts**

The Comprehensive Plan recommends the creation of one new road in the region to serve the North County Industrial Park in the Town of Sheridan. This park is recognized as an important component in the region's economic future and the prime site for future industrial development. Although directly adjacent to air and rail facilities, road access to the park is not adequate. The Comprehensive Plan recommends that the Chadwick Bay communities seek grant money from federal, state and county sources to construct a new road to link the park with the NYS Thruway. Also recommended is improved access to better link the Fredonia CBD, Dunkirk CBD and future regional CBD.

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The Comprehensive Plan also recommends enhancing existing roadways as a means of improving circulation and tourism. The creation of "parkway" drives along Route 5 and Route 20 is suggested, with enhanced commercial/service nodes. While this "parkway" designation is not intended to be the same as the NYS Department of Transportation's official parkway designation, it creates a scenic and consistent character along these highly travelled routes. Integrating modes of transportation and coordinating them with larger regional jurisdictions is further suggested for pedestrian, bicycle, auto, rail and air facilities.

The Comprehensive Plan recommends that impacts of the railway station in the City of Dunkirk CBD be assessed to determine potential development that could surround the facility. When the station is re-opened to serve the public, existing traffic and parking patterns could be impacted.

### **Mitigation**

The construction of a new road would require land, most likely land that is presently vacant or in agricultural use. The taking of residential properties may also be required. The location of the future road would be decided only after thorough environmental review, including an assessment of all location alternatives. The final location chosen would take into account the number of properties being affected, the location of natural features that would be in the path of the road, and the environmental conditions of the soil, etc. Public hearings would be required to hear all interested parties. Property owners would have to be compensated according to standard procedures.

For improvements to existing roadways, local planning and engineering officials would be directly involved in the development of guidelines governing the type and location of improvements. Landscaping, parking and type of development allowed along Route 5 and Route 20 would be stipulated in local regulations; signage along State roads would require approval by the NYS Department of Transportation. The development of secondary access roads is recommended to relieve traffic on existing roads by reducing the number of curb cuts; this would require preparation of a Corridor Management Plan in coordination with the NYS DOT.

Any plans to re-develop the train station in the City of Dunkirk for use by the public would require thorough review by local and State transportation officials to ensure that existing roadways can handle any increase in traffic and parking. Most traffic would initially be in the very early morning hours (i.e. 5:00 - 5:30 a.m.); therefore, impacts may not be realized unless the service times were changed. Officials would nonetheless review any proposed improvements to the station for on-site and off-site circulation, entrance and exit points, road widths, traffic signals, turn lanes, etc. to ensure smooth traffic flow.

## **.4 Land Use**

### **Existing Conditions**

The current land uses in the six Chadwick Bay communities are defined in Appendix B - Comprehensive Plan. The categories of land use are residential, commercial, parks and open space, agriculture, public/semi-public, industrial, and vacant/former agriculture/wooded.

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## **Potential Impacts**

The major land use goal in the Comprehensive Plan is to encourage the designation of an "urban growth boundary" within which to steer future development. The communities in the region seek to maintain agriculture as the backbone of the economy, while allowing sufficient commercial and industrial growth to stimulate and revitalize the economy. The urban growth boundary encircles the urbanized City of Dunkirk and Village of Fredonia, including those areas where public water and sewer service are available. The Comprehensive Plan recommends that future growth be concentrated in existing villages and hamlets, capitalizing on existing CBD's. Commercial cores are suggested in specified areas of the region, namely Route 60/Vineyard Drive, expanding on those areas already experiencing commercial activity.

## **Mitigation**

Concentrating future development (commercial, industrial and residential) within the urban growth boundary takes advantage of existing infrastructure (roads, sewer, water) and prevents a haphazard sprawl configuration. This measure prevents strip development along road corridors which could detract from the scenic character of the region.

The Comprehensive Plan also recommends that the local communities update their land use regulations on a regular basis to ensure they adequately reflect changing goals and conditions. Further, communities should include site plan review which should enable local boards to review new development proposals for size, parking, appearance, access, landscaping, signage, etc. Site plan review allows communities to determine the suitability of the proposed project, preventing inappropriate development from taking place. The Comprehensive Plan also recommends that subdivisions be allowed only if a guarantee is received that farm lands remain intact. Each development occurring on farm lands should be viewed as a planned unit development, enabling local officials to see the cumulative impacts of the entire project at build-out.

Further mitigating action would be review of development proposals by the State Office of Parks, Recreation and Historic Preservation (OPRHP) for delineation of archaeologically sensitive areas.

## **.5 Community Services**

### **.1 Educational Facilities**

#### **Existing Conditions**

The educational facilities in the Chadwick Bay Region are outlined in Appendix B - Comprehensive Plan.

#### **Potential Impacts**

There are no direct impacts on the educational facilities in adopting this Comprehensive Plan.



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## **Mitigation**

Because there are no direct impact on the educational facilities, no mitigation measures are offered. The Plan does recommend that an open dialogue be instituted between the school boards and businesses to ensure that educational programs offered are pertinent for meeting the needs of future employers and employees. Life-long educational opportunities should also be pursued. The school districts are also advised to evaluate the potential for consolidating some services in the future to decrease operating costs and improve effectiveness.

## **.2 Police Protection**

### **Existing Conditions**

Police protection in the Chadwick Bay Region is described in detail in Appendix B - Comprehensive Plan.

### **Potential Impacts**

There are no direct impacts of adopting the Comprehensive Plan on police protection in the Chadwick Bay Region. Changes to existing police services will depend on future population growth.

### **Mitigation**

Because there are no direct impacts on police protection, no mitigation measures are offered. However, the adequacy of police protection should be assessed on a regular basis to determine if changes to these services are warranted. The development of neighborhood watch programs is also recommended.

## **.3 Fire Protection**

### **Existing Conditions**

Fire protection in the Chadwick Bay Region is described in detail in Appendix B - Comprehensive Plan.

### **Potential Impacts**

The provision of fire protection and emergency services is dependent on population growth. Projected growth in the Chadwick Bay Region should not require additional services in these areas.

### **Mitigation**

Since adoption of the Comprehensive Plan will result in no direct impacts to fire protection, no mitigation measures are offered. However, the Plan does suggest that the communities consider consolidation of EMS and fire services if overlap exists.

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**.4 Water Supply**

**Existing Conditions**

The water supply for communities in the Chadwick Bay Region is described in Appendix B - Comprehensive Plan.

**Potential Impacts**

The potential impacts on the water supply are described in Section 3.2 - Water Resources.

**Mitigation**

Potential mitigation measures are described in Section 3.2 - Water Resources.

**.5 Wastewater Treatment**

**Existing Conditions**

The public sewer system in the Chadwick Bay Region is described in Appendix B - Comprehensive Plan.

**Potential Impacts**

Adequate sewer capacity is a basic need of industry and an integral component in the operation of industrial plants. Currently, there are two sewer systems in the Chadwick Bay Region, in the City of Dunkirk and the Village of Fredonia. Currently, both systems are operating below capacity except during peak times; however, both systems experience a large volume of industrial waste that periodically limits their operation. Dunkirk's system has a capacity of 6 mgd and current demand of 4 mgd (20 mgd peak); the capacity of Fredonia's system is 3.3 mgd and current demand of 2.5 mgd (7-8 mgd peak). If new industries were added to these sewer systems, the systems could exceed capacity and require expansion.

Expansion of public sewer lines could produce environmental impacts in two ways: the disruption of the community with excavation, traffic detours and interruption of service; and possible new growth as the system is expanded and capable of accommodating it. New industrial development itself could bring a loss of open land, increased traffic, and other environmental effects such as noise, odor and pollution.

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## **Mitigation**

One way of mitigating the negative environmental impacts of the sewer system expansion could be to direct industrial growth within the urban growth boundary. This could limit any sewer expansion to the areas directly surrounding the City of Dunkirk and Village of Fredonia, thereby simplifying the extension of lines and potentially making the task more cost effective. Assuming new growth will generally follow the sewer lines, this strategy ensures orderly growth by preventing scattered development.

A second means of minimizing the negative effects of sewer system expansion is the required State review of all expansion proposals. The State Department of Environmental Conservation must approve any change to existing sewer or water systems to make sure they conform to legal and environmental regulations. Further, the State would need to review changes made to the Fredonia Sewage Treatment Plant since the plant has an outfall which is a State Maintained Flood Control project.

## **.6 Solid Waste Disposal**

### **Existing Conditions**

The solid waste disposal in the Chadwick Bay Region is described in Appendix B - Comprehensive Plan.

### **Potential Impacts**

There are no solid waste landfills in the Chadwick Bay communities. Solid waste is the responsibility of each community. Garbage is taken to the County's transfer station and then transferred by the County to the landfill in the Town of Ellery.

### **Mitigation**

Since no impacts on solid waste disposal are anticipated, no mitigation measures are offered.

## 4.0 Unavoidable Environmental Impacts

This section of the FGEIS provides discussion on the unavoidable adverse impacts that were identified in Chapter 3.0 - Potential Environmental Impacts. The adoption, in principal, of the Comprehensive Plan will have no direct impacts on the physical environment in the communities within the Chadwick Bay Region; rather, it will direct future growth that may have impacts. There will be a benefit to all aspects of life in the region because growth will be controlled instead of occurring in a haphazard fashion. Planning for future growth will protect the rural character of the region. Directed growth will tend to positively impact environmentally sensitive areas by protecting natural features such as water resources, steep slopes and wooded areas. In general, the Comprehensive Plan should have a positive impact on the Chadwick Bay communities by protecting the natural environment.

As outlined in Section 1.3, the following environmental impacts may be unavoidable in the Chadwick Bay Region. These impacts are not a direct result of adopting, in principal, the Comprehensive Plan but could occur if development follows the policies recommended in the Plan.

### **Loss of Agricultural Land**

Preservation of rural character in the Chadwick Bay Region has been viewed as an important goal throughout the comprehensive planning study process. These lands are facing increasing pressure and could continue to do so in the future. The character of the region, quality of life and potential tourism and wine industry could be affected if agricultural lands are not preserved. Agricultural lands are one of the most valuable, non-renewable resources in the Chadwick Bay Region; the communities recognize that these lands should be protected as future growth occurs. Agricultural lands offer inexpensive development opportunities and could be lost forever without a rational Comprehensive Plan and accompanying land use regulations.

Potential loss of agricultural land in the Town of Pomfret, Portland and Sheridan as new development occurs is one potential impact of future land use decisions in the Chadwick Bay Region. The Comprehensive Plan recognizes the negative impacts of losing prime agricultural land and includes several policies that stress the importance of protecting these lands.

The Chadwick Bay Region can protect its agricultural lands with a variety of measures. Designating the urban growth boundary which surrounds the City of Dunkirk and Village of Fredonia is the main recommendation to protect this resource. This area would be designated for more "intense" development -- residential, commercial and industrial -- because of the availability of sewer, water and other municipal servicing. Future development, if targeted in the urban growth boundary, could have minimal impact on the agricultural lands in the Chadwick Bay Region.

An additional measure that could be used to minimize impacts of development on agricultural lands is the control of subdivisions on agricultural road frontage. Municipalities could allow limited subdivisions in exchange for a guarantee that farm lands remain intact. "Master plans" and phasing plans, viewed as planned unit developments, would be submitted for farms that wish to subdivide; farmers could be encouraged to submit joint plans with neighboring farms. In addition, soils maps would be submitted to show the lands that are considered the best farming areas.

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Another potential mitigating measure to control the loss of agricultural land is to develop a ratio of the number of lots allowed to be subdivided for every acre that is protected as farmland (eg. one lot for every twenty acres farmed). This could be addressed in zoning ordinances. Agricultural character can be retained while farmers are able to subdivide and sell portions of their land. The Chadwick Bay Region could also encourage farmers to explore agricultural alternatives including the potential for expansion of a tender fruit industry, wine industry or other market areas such as the organic market. A regional farmers market, developed as a multi-use permanent facility that offers amenities such as entertainment and fast food, could also be developed.

### **Increased Traffic**

An increase of traffic in the Chadwick Bay Region could result if the Comprehensive Plan is adopted and its recommendations implemented. The Comprehensive Plan makes several recommendations that could increase the flow and/or amount of traffic in certain areas of the region. These impacts include:

- Increased traffic and signage along Route 5 and Route 20 as they are developed as "parkway" and scenic drives (not intended to be the official NYS Department of Transportation parkway designation).
- Increased traffic along Route 60.
- Increased traffic in the City of Dunkirk to reach the North County Industrial Park in the Town of Sheridan.
- Potential for additional types of transportation (intermodal).

For nearly its entire length, Route 5 is the closest that vehicles can drive to Lake Erie. Therefore, the road already has tremendous appeal for scenic drives. The Comprehensive Plan builds on this appeal and recommends that a "parkway" be created on Route 5 by implementing the following measures:

- creating a new road cross section, such as treed or landscaped median or walkway,
- creating interpretive nodes along the roadway,
- installing sculptural features and focal points at river "crossings",
- developing some commercial nodes, such as winery outlets and restaurants, for visitor related goods and services.

The Comprehensive Plan recommends enhancing the existing character of Route 20 by developing the road as an agricultural parkway. Specific recommendations include:

- enhancing existing commercial nodes, specifically antique shops and vineyards,
- improving access and parking,
- installing interpretive signage explaining the region's history.

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With implementation of some or all of these recommendations, traffic on Route 5 and Route 20 is likely to increase as the roads become destinations for travellers and residents. Mitigation measures to minimize the negative impacts of increased traffic include the development of design standards that could be adopted by each waterfront community. Such standards would govern the type, size and placement of landscaping and sculptural features; the criteria for establishing commercial and interpretive nodes; the type, size, design and placement of interpretive signage; and the type of uses to be allowed along Route 5. Signage along these routes would require approval by the NYS Department of Transportation. A second mitigating measure related to design standards is the revision of existing zoning ordinances to incorporate the design regulations.

Highway specifications could also be developed by the waterfront communities as a means of addressing increased traffic along Route 5 and Route 20. Specifications should include requiring service roads or secondary access roads for commercial areas. Before service roads could be permitted, a Corridor Management Plan would have to be prepared in coordination with NYS DOT. Highway specifications should also include minimum front and side setbacks for uses along Route 5 and Route 20 to provide a coordinated, pleasing appearance to the entire length of these roads.

A final measure to minimize the negative impacts of the Comprehensive Plan recommendations is the local review of all regulations and improvements proposed for Route 5 and Route 20. Before any local design standards, highway specifications or changes to zoning ordinances can be approved, public review would be required. By allowing the public to review and comment, local officials ensure community participation in implementing these changes.

#### **Increased traffic on Route 60**

Currently, NYS Route 60 functions as the major linkage route between the north and south portions of Chautauqua County. The Comprehensive Plan recommends the area encompassed by Route 60/Route 20/Vineyard Drive be developed as a "regional center," which includes a regional hall and common, commercial uses, offices and residences. These amenities are intended to serve the needs of the residents by providing a centralized location that is adjacent to the existing commercial corridor along Route 60.

The use of Route 60 as a major linkage road, combined with the concentration of existing commercial uses, results in traffic congestion that most residents currently perceive as a problem. Consequently, the introduction of new development (regional center, common, offices, commercial uses and residences) into the area could generate additional traffic. This added traffic should be partially offset by the fact that by concentrating growth in an area that is already a destination point, overall traffic impacts could be reduced as people are able to make several stops in one area and thereby combine trips.

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Measures to minimize the negative impact of increased traffic in this section of Route 60 in Fredonia include the implementation of highway management techniques to control traffic flow. Techniques such as access roads can be used to reduce the number of curb cuts along the route, enabling drivers to access the numerous businesses and travel between points without having to drive on Route 60. Before service roads or curb cut changes could be permitted, a Corridor Management Plan would have to be prepared in coordination with the NYS Department of Transportation. Additionally, the localities along this portion of Route 60 should review their minimum front and side yard setbacks to ensure consistency for new development. Parking regulations should also be reviewed and revised; these regulations can improve the flow of traffic as it enters, exits and circulates within the sites.

A coordinated review of the Route 60 corridor with New York State Department of Transportation officials would enable the local communities to pursue adjustments in traffic signaling. A study of traffic flow would reveal if the area could benefit from timed signals, changes in turning patterns, or other traffic control techniques.

**Increased traffic in the City of Dunkirk to reach the North County Industrial Park**

The communities in the Chadwick Bay Region, along with Chautauqua County officials, recognize the great potential of the North County Industrial Park and have joined efforts to market it to businesses and industries seeking a site. These efforts include applying for funding to construct an industrial access road and the development of marketing materials. The Comprehensive Plan recommends that these marketing efforts be continued in order to make optimal use of the underutilized Industrial Park.

Given the numerous benefits the North County Industrial Park can offer to tenants, it can be expected that the Park will be more fully occupied over the next decade. As new industries locate there, an accompanying increase in traffic could occur: employees travelling to and from their jobs, and the movement of raw materials and finished goods to markets. This increase in traffic may be most evident in the City of Dunkirk, where a concentration of traffic already exists. Routes taken to and from the Industrial Park would most likely be NYS Route 60, County Route 121 (Middle Road), and a short portion of NYS Route 5. In addition, access from Route 20 and Route 5 requires the use of city streets. This could be detrimental to local residents, especially if heavy trucks are using narrow residential streets.

In order to minimize the negative impacts of increased traffic in the City of Dunkirk, the Chadwick Bay communities should continue to seek grant money for construction of a new road to access the Industrial Park. A new access road could be designed to carry traffic directly from the NYS Thruway to the North County Industrial Park, thereby relieving the traffic on local roads within the City of Dunkirk.

If a new access road is not forthcoming, the community can pursue traffic control techniques with the New York State Department of Transportation and the Chautauqua County Department of Public Works, as appropriate. Techniques could include synchronized traffic lights, signal improvement (to include right/left-turn arrows if appropriate), improved signage, or the identification of designated truck routes to reach the Industrial Park.

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Potential for Intermodal Transportation

Potential plans for the railroad station in the City of Dunkirk CBD include re-development of the site by the City as an operative station, providing a scheduled northbound and southbound stop each morning. While the plans have not yet been finalized, they would include improvements to make the station handicapped accessible. The City would not undertake other major work until the one-year trial period with Amtrak is complete; at that time, the City may undertake site improvements such as landscaping and parking improvements.

Re-development of the existing station in the City of Dunkirk could impact the environment in several ways. The most noticeable impact would be the accompanying increase in traffic generated with the station once again serving passengers; this impact would not be great because both northbound and southbound stops would be very early in the morning (i.e. 5:00 - 5:30 a.m.), before morning rush hour traffic begins.

There are positive impacts that could also occur with the re-development of the station if Amtrak continues the stop after the one-year period. The site will be improved by upgrading the building facade and installation of landscaping throughout the site.

The Comprehensive Plan recommends that impacts of the railway station be assessed to determine potential development that could surround the facility; impacts could be studied throughout the one-year trial period. The Plan suggests that transit-oriented development such as high density residential, day care and other commuter based facilities could be spurred with the re-development of the station. These new uses could impact the vicinity by consuming land area for new building, generating more traffic, requiring that more area be paved to provide parking, and altering existing drainage patterns.

Mitigation measures could include review of the proposed development plan by the City Department of Public Works, the City Planning Board, and the State Department of Transportation. The City Public Works Department and the State DOT would be required to assess the development plan for impacts to the circulation pattern. The City Planning Board would be required to review the site plan for drainage, circulation, landscaping, signage, lighting, and compatibility with the surrounding neighborhood. Site specific measures could be required such as fencing, landscaping, or berms to ensure suitable buffering exists between the station and surrounding uses. Planning Board review would include *public input* obtained as part of the local review process.



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## **Encroachment on Environmentally Sensitive Areas**

There are several recommendations made in the Comprehensive Plan which could impact environmentally sensitive areas in the Chadwick Bay Region. These recommendations would in some cases result in the loss of certain valuable natural areas; in other cases they would bring about increased use of these areas. Recommendations include:

- development of the Chadwick Bay Region waterfront with unique, water-related uses;
- utilization of the region's lakes as anchors for recreation/tourism development;
- development of a recreation trail system;
- creation of additional neighborhood or community parks if needed; and
- allowing limited subdivision development in agricultural areas.

Several measures can be implemented to minimize the negative effects of these recommendations. Actions can be taken at the local level to preserve natural areas of special significance. This effort would require identifying the resources to be protected, determining their location, and then mapping them so the information is readily available. A conservation program could be developed to preserve plant and wildlife corridors throughout the region. Local governments could also restrict the removal of topsoil from unique and prime agricultural lands by incorporating pertinent guidelines into their land use regulations. By discouraging development from the escarpment area, communities can ensure that this significant resource is not destroyed; new proposals could be reviewed on an individual basis to determine the visual and environmental impacts. Review of development proposals by the NYS Department of State's Division of Coastal Resources and Waterfront Revitalization for impacts to the Dunkirk Harbor Significant Coastal Fish and Wildlife Habitat would ensure this resource was minimally impacted.

Municipalities can also protect old growth forests and enhance future hardwood forests by appropriate regulations. The Comprehensive Plan recommends that wooded areas should be maintained in their natural state. Specific areas to be protected include Point Gratiot Park and Wright Park on the Lake Erie waterfront, areas along Canadaway Creek in the Village of Fredonia, the nature sanctuary along Canadaway Creek in the Town of Dunkirk, and the three old growth forests in the southern portion of the Town of Pomfret. Further protection of environmental features can be obtained by developing conservation easements along stream banks and the Lake Erie shore; easements can also be used to protect the region's Class A streams and water bodies.

Municipalities can amend their subdivision regulations to include techniques to minimize the negative impacts of subdivision development. Municipalities can allow limited subdivisions may be allowed in exchange for a guarantee that farm lands remain intact. Local regulations can also include a requirement that subdivisions be phased over time to lessen the impact of development. A review of local zoning ordinance would reveal if required setbacks and landscaping are sufficient to effectively buffer the new residential areas from the agricultural lands, and vice versa.

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## **Changes to Historic Character of Village of Fredonia**

There are several recommendations made in the Comprehensive Plan which could result in changes to the historic quality of the Village. These recommendations deal with potential changes to existing structures, alteration of existing transportation linkages, or new development in or near the historic CBD. Any change in use or intensity of use could bring an increase in traffic to the Village. New building could also obscure or interfere with historic architectural features.

The Comprehensive Plan recommends that older buildings in the Village of Fredonia (and the City of Dunkirk) be evaluated for suitability as senior housing and low-income apartments. While this conversion may provide economic assistance, it can create problems in the surrounding neighborhood related to parking, noise and lack of maintenance.

Another recommendation that would affect the Fredonia CBD is the development of a regional museum in the Chadwick Bay area. Development of the museum as a "Center for Northern Chautauqua History" would include research center available to students and residents. The museum could also become an attraction for visitors. If this idea is implemented, the Center could seek funding through grants or loans to eventually become the "historical information focus" for the entire region.

A recommendation related to circulation within the urbanized areas of the Chadwick Bay Region would affect the Village of Fredonia. The Comprehensive Plan suggests that improvements be made to better link the Fredonia CBD, the Dunkirk CBD and the future regional CBD (Route 60/Vineyard Drive/Route 20 vicinity). Circulation improvements could be accomplished in several ways, ranging from changes to signage or signals, to designating certain roads as one-way and construction of new road linkages. All such changes would alter existing traffic patterns in Fredonia and thereby impact its character.

Another recommendation includes meeting the needs of the Red Wing facility. The Comprehensive Plan recommends that the Village continue communication with Red Wing to ensure their needs are met in the future. This could include improving access between Route 20 and Vineyard Drive. The new road would also improve access for potential future businesses in the area. Changes to the existing road network could result in a loss of land for new road construction and an altered traffic pattern in Fredonia. Further impacts to the Village of Fredonia could be realized if the future studies on looping the existing water mains between Fredonia and Dunkirk show this recommendation should be implemented.

Mitigation measures to address the negative impacts of these recommendations center around revisions to the local land use regulations. The Village should incorporate site plan review into existing zoning regulations. The authority for site plan review would rest with the Planning Board, allowing it to review all non-single-family residential developments, both new uses and changes in use. Site plan approval should also be required for conversion of large old homes to apartments to ensure parking and other servicing are adequate. Any new development in the CBD would also require site plan approval, allowing the Village to review all changes for compatibility with the historic character of the surrounding area. Height and bulk limitations are also ways to ensure the current character of the Village is not negatively impacted.

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The Comprehensive Plan recognizes the importance of considering new development in preserving and protecting historical structures and landscapes from incompatible development. To do this, public investment in the form of grants or loans should be targeted to enhancing the historical character of the Village. The Village is considering the adoption of design guidelines for the historic downtown area. In addition, any development should be *reviewed by the State Office of Parks, Recreation and Historic Preservation (OPRHP)* to determine if archaeologically sensitive areas will be affected.

Changes to the existing road network would require review by local/County/State transportation officials as well as public review to ensure all impacts are considered and incorporated into the final design. In addition, the State Environmental Quality Review Act (SEQRA) requirements would be followed for major transportation improvements; these requirements stipulate that all aspects of a proposed development and alternatives to the development be carefully considered.

### **Increased Sewer Demands**

The Comprehensive Plan identifies the retention and expansion of existing industries and the attraction of new industries as major goals for the region. Particularly suggested is the attraction of smaller (20-50 employees) industries as a means of improving the economic climate of the region.

Adequate sewer capacity is a basic need of industry and an integral component in the operation of industrial plants. Currently, there are two sewer systems in the Chadwick Bay Region, in the City of Dunkirk and the Village of Fredonia. Currently, both systems are operating below capacity except during peak times; however, both systems experience a large volume of industrial waste that periodically limits their operation. Dunkirk's system has a capacity of 6 mgd and current demand of 4 mgd (20 mgd peak); the capacity of Fredonia's system is 3.3 mgd and current demand of 2.5 mgd (7-8 mgd peak). If new industries were added to these sewer systems, the systems could exceed capacity and require expansion.

Expansion of public sewer lines could produce environmental impacts in two ways: the disruption of the community with excavation, traffic detours and interruption of service; and possible new growth as the system is expanded and capable of accommodating it. New industrial development itself could bring a loss of open land, increased traffic, and other environmental effects such as noise, odor and pollution.

One way of mitigating the negative environmental impacts of the sewer system expansion could be to direct industrial growth within the urban growth boundary. This could limit any sewer expansion to the areas directly surrounding the City of Dunkirk and Village of Fredonia, thereby simplifying the extension of lines and potentially making the task more cost effective. Assuming new growth will generally follow the sewer lines, this strategy ensures orderly growth by preventing scattered development.

A second means of minimizing the negative effects of sewer system expansion is the required State review of all expansion proposals. The State Department of Environmental Conservation must approve any change to existing sewer or water systems to make sure they conform to legal and environmental regulations. Further, the State would need to review changes made to the Fredonia Sewage Treatment Plant since the plant has an outfall which is a State Maintained Flood Control project.

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## **Consolidation/Regionalization of Services**

The Chadwick Bay communities recognize that coordinating development and marketing efforts can result in a greater chance of success. The Comprehensive Plan therefore recommends several other functions that could produce benefits if consolidated or regionalized. They are:

- a potential regional senior citizen program to serve the growing population in the Chadwick Bay Region. A coordinated strategy of social service delivery to this group could include social programs, health education and volunteer opportunities. A regional approach to transportation of seniors could also be required.
- a possible consolidation of court services between the Village of Fredonia and the Town of Pomfret, which could result in a cost savings in administration, overhead and office space.
- the possibility of consolidating emergency medical services and fire services. All Chadwick Bay communities should take part in a task force to study and address any overlap between services provided by the local departments and the Chautauqua County Ambulance Service.
- a comprehensive regional recreation master plan/study to ensure each community's recreation projects are not duplicated.
- development of a regional council of mayors/supervisors to facilitate economic development in the region. The council could be made up of all agencies offering any development approval such as planning, zoning, building inspectors and economic development.
- consolidation of land use regulations and services for the six municipalities. This effort would provide consistency throughout the region and incorporate the region's overall goals.
- development of a "regional center" along Route 60/Vineyard Drive that would be the focus of the entire region. The Center would house offices from all development interests (IDA, Planning, Economic Development, Building Inspection, etc.).

Impacts brought on by these changes could be mitigated by conducting a thorough study of the effectiveness of each type of service. The study should involve a resident survey rating the effectiveness of current governmental services and asking their opinions on consolidating services in a regional center. Further measures to gauge public opinion on the matter can be obtained through public referendum.

Traffic impacts could be mitigated by the preparation of a comprehensive traffic study for the area by a certified professional engineer. The study would include recommendations for improving traffic flow and ways of handling the additional traffic that a regional center would generate. Methods that could be assessed are creation of service roads to reduce traffic movement on the major roads and synchronized traffic signals. Traffic control techniques that could also be assessed include turning regulations (lanes, arrows), parking regulations and speed limit regulations. Any changes to State Route 20 would require review by the State Department of Transportation.

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## **Potential Higher Density of Housing**

The Comprehensive Plan recommends that a variety of housing types be provided to meet the needs of residents. These include: affordable, low-maintenance housing; manufactured housing; townhouses, duplexes or condominiums; and moderately priced or upscale housing. Besides the loss of land, new housing could mean greater numbers of people requiring services such as police and fire protection, water and/or sewer service, education, health care, and other social services.

These impacts could be mitigated primarily by local review of new housing developments. In most cases, new residential developments of more than one single-family dwelling would require approval by the local Building Inspector/Planning Board before construction could occur. Local officials are required to assess the development's impact on existing public services and compatibility with the surrounding neighborhood before granting approval. Parking and vehicular/pedestrian movement are also issues that would need to be adequately addressed by the developer. The subdivision plat presented to the local officials would indicate how the development would handle increased drainage and runoff, the cutting of trees, construction of roads, placement of driveways, and building setbacks. The development would be subject to further review as it is presented to the public for input at a public hearing.

Other mitigation methods to minimize the negative impacts of increased density in the City of Dunkirk and the Village of Fredonia are to disburse low-income housing in all communities rather than concentrating them solely in the City or Village. Through the use of infill techniques, the perception that entire neighborhoods are low-income can be reduced. Infilling can also be used for the construction of farm worker housing.

## **Increased Development of the Central Waterfront**

Several recommendations in the Comprehensive Plan could affect the use of the City's waterfront. The Plan suggests that this area be promoted to a greater extent, especially the marinas. Transient boating facilities and an outdoor museum display could be developed at the pier to attract people and maximize the prime location of this waterfront. Point Gratiot Park is seen as capable of playing a greater role in attracting tourists to the City. A two-way road, improved entry points and additional parking are suggested ways to maximize this valuable resource. The Plan also recommends a large commercial use for the waterfront, perhaps an outlet or shopping mall, as a means to attract visitors and residents.

A further recommendation made in the Comprehensive Plan relates to the future use of the Niagara Mohawk power plant. If production ceases at this facility, a long-term redevelopment plan is suggested to take advantage of the prime waterfront location the plant occupies. The redevelopment concept could include a visitor facility, shopping, ship museum, and condominiums.

The implementation of these recommendations could lead to increased usage of the waterfront in the City of Dunkirk by both visitors and residents. More people using this area could result in such impacts as increased vehicular and pedestrian traffic, noise, litter and illegal parking. The development of additional facilities at the waterfront (commercial, museum, residences) could mean the loss of land, except for uses proposed on sites already occupied such as the Niagara Mohawk site. With added facilities would come the need for more paved areas including parking lots and sidewalks; existing traffic circulation patterns may have to be altered to accommodate traffic flow.

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These impacts can be mitigated through appropriate land use controls imposed by the City of Dunkirk. Zoning regulations could be updated to enhance the waterfront as an anchor for region-wide resident and visitor amenities. To accomplish this goal, only public open space such as amphitheater or market square could be allowed between Route 5 and the Lake shore. Setbacks and maximum lot occupancy could also be updated in the zoning ordinance to prevent an "overcrowded" look. The City could also assess its parking requirements to ensure any future land use in the waterfront area would not infringe on current off-street parking for existing businesses and residences.

In addition to the above general land use provisions, the City of Dunkirk has the authority to thoroughly review each development proposal through its site plan review provisions. During the site plan review process, the City's planning and engineering staff have the opportunity to assess the impact of a new building project for on-site and off-site circulation, pedestrian circulation, parking, lighting, signage, landscaping, drainage, building size and height, building materials and compatibility with the surrounding neighborhood. Site plan review gives the municipality a great deal of authority to work with a developer and impose changes on a development plan that are consistent with the community's identified goals.

Further, review of any development, redevelopment or enhancement by the NYS Department of State's Division of Coastal Resources and Waterfront Revitalization would ensure consistency with the State's Coastal Management Plan. This review would also ensure that the Dunkirk Harbor Significant Coastal Fish and Wildlife Habitat is not harmed. The City may also want to consider preparing a Local Waterfront Revitalization Plan so that a comprehensive planning approach can be developed for this valuable natural resource.

## 5.0 Alternatives

SEQRA requires that the Environmental Impact Statement discuss a range of reasonable alternatives which are feasible considering the objectives and capabilities of the project sponsor. This section of the FGEIS provides a discussion of the null alternative and development outside the urban growth boundary as two alternatives to adoption of the Comprehensive Plan.

After months of planning and discussions with the Steering Committee, the Comprehensive Plan was presented to the public for input. All comments and concerns have been addressed throughout the process to ensure the alternatives have been considered as the document was being developed.

### **Null Alternative**

By not adopting a comprehensive plan to guide the growth and development of the Chadwick Bay Region over the next decade and beyond, haphazard development could occur. Rather than having some control as to how the region should grow, market forces alone would dictate how and where growth occurs. This would oppose the goal of the six communities to preserve their character and improve the quality of life for all residents. Without a comprehensive plan, valuable agricultural land could be used in ways that may be detrimental to the region, fragile environmental resources could be damaged, or the natural beauty of the region could be destroyed. The result would be the loss of the region's character: its unique mix of urban and rural life and its natural beauty.

### **Development Outside the Urban Growth Boundary**

In many of the rural communities in the Chadwick Bay Region, development pressures are a common problem. The major east-west corridors in the area, Route 5 and Route 20, provide linkages between Chadwick Bay and Buffalo to the east, and Pennsylvania/Ohio to the west. The volume of traffic carried by these routes has made them ripe for development, as most businesses along these roads benefit from excellent visibility and easy access to travellers. A similar situation exists for State Route 60 which runs through the Town of Pomfret to the City of Jamestown. Some development pressure is experienced to a lesser degree on County or local roads that extend from the urbanized areas of the City of Dunkirk and the Village of Fredonia.

To control haphazard development along major roadways and provide order to the growth that takes place in the future, an "urban growth boundary" has been developed. In general, the boundary encircles the City of Dunkirk, the Village of Fredonia, and other areas in the region where public sewer and/or water service is available. Guiding growth within the urban growth boundary should prevent strip development along the major transportation corridors, which would sacrifice the efficiency of these roads. It would also mar their appearance as scenic roadways and, over time, weaken the sense of community that exists in the region. Encouraging development within the urban growth boundary would allow the Chadwick Bay communities to accommodate residential, commercial and industrial growth while protecting the rural character of the region.

A second alternative to the null alternative is to allow growth to occur without restriction, that is, outside the urban growth boundary. Alternative land use patterns were considered including development along the entire Route 20 corridor or along scenic Route 5. These routes would be the most likely to experience new growth since they carry the most traffic through the region and are major connectors between Chadwick Bay and other regions.

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Unregulated development along Route 20 or Route 5 would promote sprawl and, eventually, impact the efficiency of these roads as major thoroughfares in Chautauqua County. This situation would promote sprawl by "spreading" the commercial district of the City and Village. This could also "drain" businesses from the existing CBD's.

Many of the recommendations made in the Comprehensive Plan should help the communities direct and guide growth that could be expected over the next decade and beyond; these goals are outlined in Appendix B - Comprehensive Plan.

By not adopting, in principal, the Comprehensive Plan, many of the goals established by the plan could be compromised. Development would occur in a haphazard manner and the quality of life could be negatively impacted. By allowing haphazard growth outside the urban growth boundary, the Chadwick Bay communities could jeopardize this goal, and others, as outlined in the Comprehensive Plan.

By examining these two alternatives, the urban growth boundary concept appears to be most beneficial to the Chadwick Bay Region. By steering development to this area, any pressures associated with growth would be concentrated in this portion of the region.



## 6.0 Commitment of Resources

Whenever development occurs, it could impact environmental resources and could result in a loss of these resources both in the short and long term. The six communities in the Chadwick Bay communities have recognized that regulating and guiding development are important to minimize the negative impacts.

### Environmental Resources

Adoption, in principal, of the Comprehensive Plan will have no direct impacts on the physical environment in the six communities. The Plan will not necessarily encourage growth but, rather, will direct growth to areas designated by local officials as suitable because of adequate access and water and sewer infrastructure. Future development will depend on demand and economic conditions in the region.

The Comprehensive Plan does not prevent growth. If growth does take place, it could impact the environmental resources in the region and result in a loss of natural vegetation or wildlife habitat. Development could also increase the amount of paved areas in the region, increasing stormwater runoff, erosion and sedimentation. Increased traffic could also result. Additional effects on the community could involve greater demand on services such as education, health care, emergency services, and infrastructure if growth occurs.

### Energy Resources

Other resources that could be committed to development include building resources, gravel, asphalt and construction materials. There could also be a commitment of energy resources to power construction equipment over the course of the development.

Electricity for future development would be supplied by Niagara Mohawk Power Corporation. Natural gas would be supplied by National Fuel. Other fossil fuels would be provided by local companies. Fossil fuels and electricity would be consumed for heating and lighting homes and buildings. The communities should require that project sponsors consult with Niagara Mohawk or National Fuel to determine if there are potential development impacts to be considered.

New facilities for electric or gas supply may be necessary to provide adequate service. The alignment and construction of new power and gas lines may result in adverse environmental impacts. These locations should be reviewed by the Town to minimize impacts.

Energy conservation should be required for new developments; this is especially true for office or industrial buildings. These measures could focus on conservation of electricity and natural gas or fossil fuels. Sufficient insulation of walls and ceilings, use of double pane windows and use of energy efficient furnaces, air conditioners, toilets and water heaters are effective conservation measures for all developments.

## **7.0 Growth Prospects**

The adoption of the Comprehensive Plan will have no direct impacts on the population of the six communities in the Chadwick Bay Region. Population is projected to decline slightly over the next 20 years; however, it is expected that minimal growth could be effectively handled by the six communities. Future population growth would be concentrated within the urban growth boundary as outlined in Appendix B - Comprehensive Plan. Residential, commercial and industrial development should be guided toward this area of the region.

In addition to guiding development within the urban growth boundary, the Comprehensive Plan provides projections for future residential, commercial, agricultural and industrial land use patterns. Without the Plan, there would be no *comprehensive* guidelines for growth in the Chadwick Bay Region; each municipality would rely on its own zoning regulations to determine the type and location of future uses. The Comprehensive Plan looks beyond municipal boundaries to provide a regional approach to development. By so doing, the Plan seeks to maximize existing services (water, sewer, roads) and minimize the negative impacts of growth, thereby benefitting the residents of the entire region.