



IRON TO ARTS
CORRIDOR

In Development By:



The Iron to Arts Corridor is an expansive project that encompasses infrastructure improvements, landscape architecture, streetscape beautification, facade enhancements, health and safety improvements, and trail connectivity through 25% of the wards of the City of Johnstown. It connects our history to the modern renaissance of art in the Johnstown community.

The Iron & The Arts

Johnstown's history is rich with industrial development. The Cambria Iron Company of Johnstown made an important contribution to American industrialism – it is considered one of the greatest of the early modern iron and steel works. Forerunner of Bethlehem Steel Company, United States Steel Corporation, and other late 19th and 20th century steel companies, the Cambria plant became a model for the industry. Our city holds a well-earned place in steelmaking history with several major technological innovations that were copied throughout the nation and the world.

The Arts celebrate and contribute to personal and community health and well-being. Participating in the arts allows a person to exercise his or her imagination and develop creative capacities. Physical expressions of creativity from photography and painting, to sculpture and drawing, to music and fashion expand the human brain and its capacity to be creative and open. The Johnstown community is ripe with opportunity to participate and consume the arts in multiple capacities. Enlightenment through the arts breathes life into a community and fosters a creative culture.

The Future

The Iron to Arts Corridor includes the City wards of Conemaugh Borough, Downtown, Prospect, Minersville, and Cambria City. Street scape work including stamped pavement will be visible through the entire two-mile stretch including substantial mural street print at each unique intersection. Additionally, decorative light posts, sidewalks, and way finding signage will be included through the entire Corridor.

Beginning in Conemaugh Borough, Gautier Specialty Metals was recently awarded a \$1.4 million grant to make improvements along a one-mile stretch of rail including a pedestrian barrier, sidewalks, cross walks, lighting, a playground, a pavilion for farmers markets, and other improvements. This project will create 20 temporary construction jobs and 4 permanent jobs and has a total price tag of \$2 million. This plan coincides with the Cambria County Comprehensive Plan that focuses on recreational opportunity for residents with nature and tourism as an integral part of health and well-being. The Iron to Arts Corridor project will augment this work by adding adjacent sidewalk areas in a co-operative agreement with the Pennsylvania Rail Road. This stretch of roadway includes an existing restaurant and an outdoor amphitheater as well as a future hub for bicycle trails. Work has started on the Johnstown Urban Connectivity Plan, which will connect the September 11th National Memorial Trail and Main Line Canal Greenway through Downtown Johnstown. The bicycle-pedestrian route will come under the Norfolk-Southern Main Line using an existing underpass and cross the bridge on Route 271 to Clinton Street. Bike-ped traffic will be directed onto Clinton Street to Washington Street. The bike-ped route will then pass the Johnstown Flood Museum, follow Washington Street past the train station and use the existing Cambria Iron Trail past PNG Park and onto the Iron Street Trail.

Entering the Downtown area, the intersection of Clinton and Washington streets creates a unique Y-shape area for street print. New sidewalks will continue on Washington Street as well as complete paving of the Washington Street Parking Lot. This area will continue to serve as parking for City employees and public safety officials. The County will also be included in this new parking plan for their relocated parking spots. Additionally, an area of chain link fence along the railroad track on Washington Street will include a mural with plastic slats placed in the fence.

The unique intersection of Walnut and Washington streets creates an X-shape and is also an opportunity for mural inspired street print. Relocation opportunities will be sought for the Community Corrections Center currently located at this intersection. Also located at this intersection is the Johnstown Flood Museum. Exhibitions and building systems inside the historic museum are 28 years old and failing. Funds are needed to replace building systems and install digital interactive exhibitions. Construction will encompass upgrading obsolete electrical, lighting and HVAC systems, upgrading exterior building shell elements, architectural finishes and creating new exterior signage to improve the Flood Museum's presence and visibility. To date, JAHA has received \$1.35 million in major grants which is half of what is required for the project.

The Walnut Street Bridge was rebuilt in a bridge replacement project that was funded 95% federally and 5% by the City in 2006. This area is near the half way point of the corridor and the Prospect Viaduct serves as a significant signage impact area announcing the Corridor.

Continuing on Walnut Street, the Johnstown Redevelopment Authority has interest in purchasing vacated parking lots for future use as well as private property located at 26 and 32 Walnut Street. This vicinity includes the historic, yet aging, Johnstown Railroad Station. The building has been recently stabilized at a cost of \$911,000. JAHA replaced the failing structural roof and did extensive masonry and spouting rehabilitation using PennDOT and private funds. During the same period, Amtrak made the building ADA compliant. Future development of this property would require additional funding.

This area will also include working with the private property owner at 50 Johns Street for beautification of this 1-acre area adjacent to the train station.

The Corridor will continue in a colorful way onto Iron Street as plastic slats will be inserted into the chain link fence surrounding PNG Park to create a mural as well as a mural on the opposite side of the street on a concrete retaining wall. In 2011, the Stone Bridge Lighting Project debuted on the historic bridge. \$1.2 Million was raised for the effort to place LED lights on the bridge. As the Corridor continues under the bridge, improvements to the lighting animation will be included.

The Lower Works of Iron Street have historical significance and is a visually appealing area of the Corridor along the Conemaugh River. Continuation of decorative light posts and paving will enhance this area as well as signage at the former Carpenter Shop and Superintendents Office located at 106 and 102 Iron Street. Recently, Hanging Gardens LLC was awarded a license by the State for a medical marijuana growing facility at a 45,000 square foot property at 108 Iron Street. This property, owned by the Johnstown Redevelopment Authority, is now under a lease agreement with Hanging Gardens LLC and is transforming a historic industrial site into a modern enterprise location. Permanent utilities will also be added to the Blacksmith Shop located at 104 Iron Street for the old hammers to be used again as part the new Center for Metal Arts which opened in February. In the school, the equipment – from anvils to mechanical hammers – will be used as creative tools for students nationally and internationally

with expectations of 250 students per year traveling to Johnstown to take classes in Blacksmithing and forging.

JWF Industries, Inc. (JWFI) occupies approximately 600,000 square feet of manufacturing space along Iron Street in Johnstown. A 5,000 square foot building will be added to be used as an Industrial Arts Training Center. This Center will house both a theory classroom (for instructor-led and computer-based training) and Shop space for hands-on learning in welding, machining, industrial maintenance, and other needed skills. JWFI currently recruits & hires experienced welders, vocational school graduates, and those who have never tried welding before. Regardless of ability, all hires are instructed in JWFI-specific procedures and weld criteria. Existing employees are also trained to customer requirements and/or for new materials. JWFI's welding credentials include Certified Welding Educators (CWE) and Certified Welding Inspectors (CWI) on staff, along with approximately 150 AWS certified welders in multiple metals that include armor, aluminum, aerospace, ASME, and of course steel. JWFI also offers a Department of Labor certified Apprentices Program to our Welders and our Machinists. This space will enhance those programs, providing computer terminals for on-line classes and equipment to practice new techniques and test for competency. The anticipated price for the entire build out will be \$1.5M.

The improvements on Iron Street will allow JWFI to build upon their already existing manufacturing work force and increase output. Outdoor healthy recreation will also be impacted in this area as a new tree and green planting plan will enhance the existing Iron Street Trail along the river that will improve its connectivity from Downtown and to the Honan Avenue Trail.

The most significant opportunity for economic impact is the Johnstown Urban Industrial Park. The Park is a 65 acre parcel of undeveloped land, a portion of which was historically used as a lay-down and storage area for equipment and materials associated with steel manufacturing activities at the Cambria Iron Works plant. The useable portion of the land is a relatively level plateau which was formerly bisected by a rail spur, which has been partially dismantled. A portion of the Park is contained within the National Register of Historic Places. The site has been confirmed as suitable for industrial development and can serve as a high impact area for this project.

At this point the Corridor splits into two separate paths to reach the Arts endpoint. First, the pedestrian bridge across the Conemaugh River will have additional lighting enhancements. With the PennDot paving project in 2019, the roadway from Broad Street to Third Avenue in Cambria City can serve as match money at the entrance to the Cambria City Cultural Partnership. The other way to reach the arts endpoint is to continue on Iron Street. This area is owned in part by the Johnstown Redevelopment Authority. The turn will be widened to allow for two-way traffic while keeping the historic significance of the former "mill gate." This will allow travelers to enter the Arts district by using the federally funded 4th Avenue bridge. Both scenarios end at the intersection of Power Street and 3rd Avenue which will be the final street print road mural.

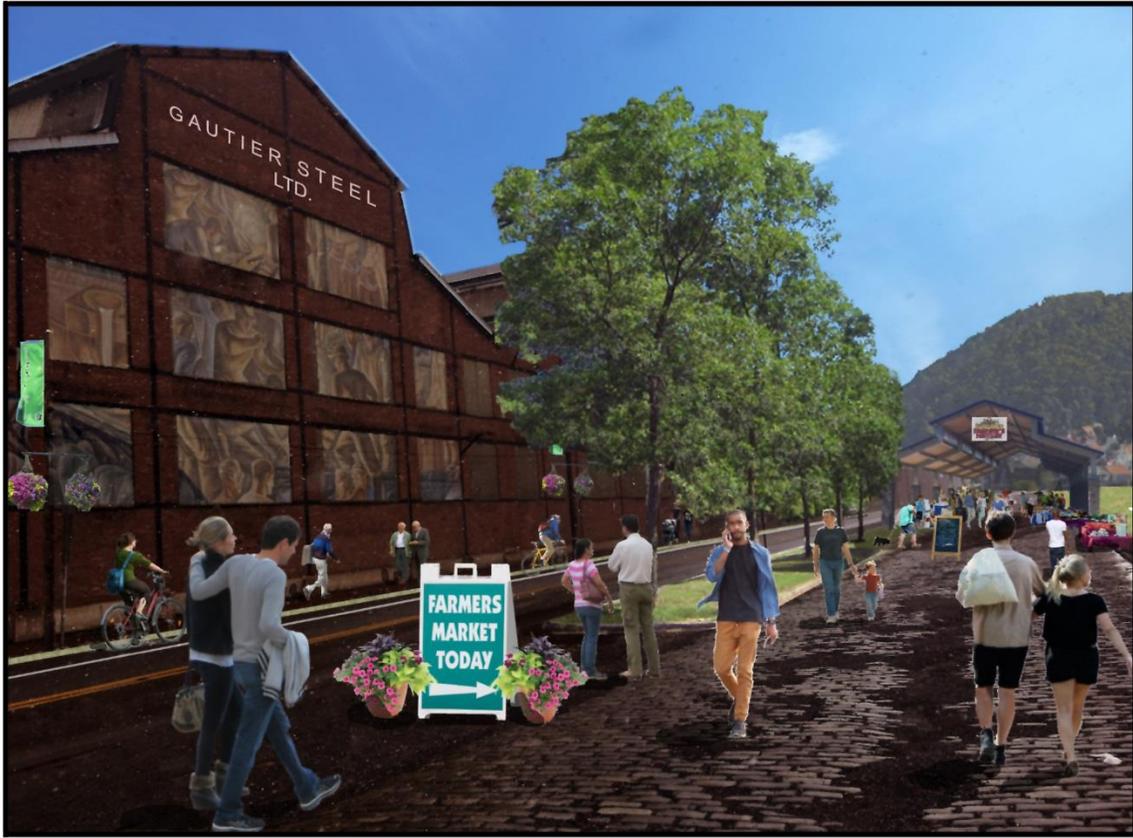
As the Corridor began with Gautier Specialty Metals and their significant work being awarded \$1.4 Million in grants for beautification upgrades, the Corridor ends with a significant amount of grants awarded to Cambria City Cultural Partnership including \$1.2 million from the 1889 Foundation. With over \$700,000 in hand for a Green Roof and new parking lot, the Bottle Works intends to add 5 full time and 4 part time positions when their projects are completed. Additional funding has also been secured for artists-in-residence studios which will continue to enhance the Arts experience at the Bottle Works. Additionally, Danceworks has received a RACP of \$750,000 for further development at that site.

Throughout the entire Iron to Arts Corridor, health and safety are key components to the project. New lighting over the two mile stretch as well as the newly paved parking lots are key to safe pedestrian travel. New sidewalks and trail connectivity have a positive impact on the health of the whole community. Additionally, a key focus area will be the aging water system infrastructure. A large portion of the water lines in the Greater Johnstown Water Authorities system is over one hundred years old, despite nearly \$23 million dollars being invested into capital projects to replace miles of aging water lines over the last ten years. Additionally, nearly 2000 lead services have been replaced since 2005 in the GJWA's system. The replaced services were renewed from the water main to the control valve at the edge of the property that is privately owned. After the control valve the service is owned and maintained by the property owner. Most of the services that were replaced still have lead on the property owners side because individual home owners and business owner often do not want or have the ability to bear the cost to replace the portion of the service that is privately owned. Part of meaningful redevelopment of the City of Johnstown must include updates to the infrastructure in the City. A program to coordinate the replacement of private portions of water services at the same time as the replacement of the Authorities portion of the line would ensure that the included properties no longer have any portion of the service line that is lead and would be replaced with new material that will last for generations to come. In addition, improved ability to provide fire suppression through the installation of new fire hydrants would be beneficial to the redevelopment of the City of Johnstown as well as the safety of its citizens.

The Impact

The Iron to Arts Corridor will have an economic impact as well as spur job creation along the two miles and five City wards. In 2017 businesses from outside of Pennsylvania relocated to the Lower Works on Iron Street. This will continue to build momentum throughout the entire stretch which includes the Central Business District in Downtown. Infrastructure improvements and streetscape beautification will enhance the visual image of this area while connecting Johnstown's history, into its present, and forward to its future.





Gautier Steel Ltd. Streetscape

4-20-17





Corner of Washington & Clinton Streets
Gautier Steel Ltd. Johnstown, PA

6-23-17





IRON TO ARTS CORRIDOR - Water Tower
Gautier Steel Ltd. Johnstown, Pa

6-18-2018



IRON TO ARTS CORRIDOR - Washington Street
Gautier Steel Ltd. Johnstown, Pa

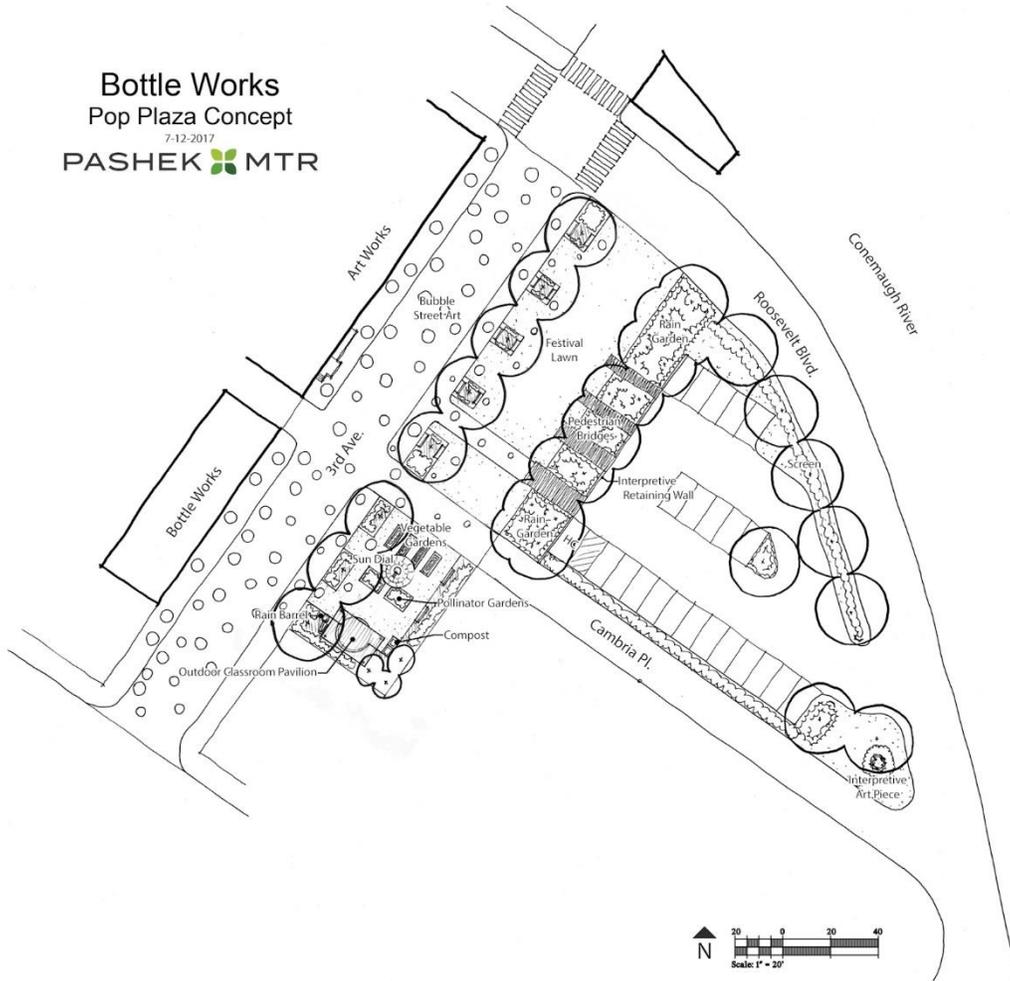
6-18-2018

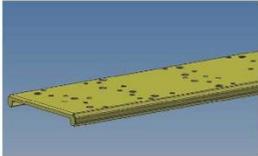






Bottle Works
Pop Plaza Concept
7-12-2017
PASHEK MTR





Existing Grants

PROJECT	APPLICANT	GRANT PROGRAM	TOTAL PROJECT COST	COMMITTED	PENDING	MATCH RECEIVED	SHORTFALL
Iron to Arts Corridor	Bottle Works	PennDOT Multimodal Transportation Fund	\$1,040,000	\$240,000	\$800,000	\$0	\$1,040,000.00
Iron to Arts Corridor (phase of overall project)	Johnstown Redevelopment Authority	Greenways, Trails and Recreation Program	\$287,500	\$43,125	\$244,475	\$0	\$287,500
Cambria County Revitalization Project (Iron to Arts Phase)	Gautier Steel	Redevelopment Assistance Capital Program	\$1,665,819	\$832,910	\$832,909	\$0	\$1,665,819
Cambria County Revitalization Project (Iron to Arts Phase)	Gautier Steel	Multimodal Transportation Fund	\$1,771,744	\$627,043	\$0	\$1,144,701 (awarded)	\$0
Iron to Arts Corridor	Johnstown Redevelopment Authority	DCED Multimodal Transportation Fund	\$2,828,250	\$0	\$2,828,250	\$0	\$2,828,250
Iron to Arts Corridor "Gautier Galleries"	Johnstown Redevelopment Authority	CFA Youth Philanthropy Program	\$25,000	\$0	\$25,000	\$0	\$25,000
Iron to Arts Corridor			\$25,295,804				\$24,151,103
Bottle Works building upgrades	Bottle Works	Redevelopment Assistance Capital Program	\$1,665,819	\$832,910	\$832,909	\$0	\$1,665,819
Bottle Works Green Roof	Bottle Works	Department of Environmental Protection (DEP)	\$212,500	\$0	\$0	\$212,500 (awarded)	\$0
Bottle Works Green Roof	Bottle Works	Penelec Sustainable Energy Fund	\$25,000	N/A	\$0	\$25,000 (awarded)	\$0
Bottle Works Green Roof	Bottle Works	Keystone Communities	\$570,054	\$470,054	\$0	\$100,000 (awarded)	\$0
Bottle Works Green Roof (overall project)			\$400,000	\$400,000		\$200,000 (1889 Foundation)	\$0
Bottle Works Pop Plaza Parking Lot	Bottle Works	DCED (GTRP)	\$115,000	\$15,000	\$0	\$0	
Bottle Works Pop Plaza Parking Lot	Bottle Works	DCNR	\$60,000	N/A	\$0	\$0	\$0
Bottle Works Pop Plaza Parking Lot	Bottle Works	NEA	\$40,000	\$20,000	\$0	\$20,000 (awarded)	\$0
Bottle Works Pop Plaza Parking Lot	Bottle Works	Pennsylvania Watersheds	\$20,000	\$0	\$0	\$20,000 (awarded)	\$0
Bottle Works Pop Plaza Parking Lot (overall project)			\$425,000			\$200,000 (1889 Foundation)	\$25,000
Rosedale Business Park Access Road	Johnstown Redevelopment Authority/City of Johnstown	Multimodal Transportation Fund	\$1,628,100	\$0	\$1,628,100	0 match needed	\$1,628,100
Johnstown Flood Museum	Johnstown Area Heritage Association	\$750,000 in private foundation funds	\$3,055,000	\$800,000	RACP - \$1,500,000	partial	\$700,000