

**BROWNFIELDS OPPORTUNITY AREA
CITY OF LOCKPORT
NIAGARA COUNTY, NEW YORK**

DRAFT PRE-NOMINATION STUDY



Prepared for:

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1.0 INTRODUCTION

Through the efforts of the City Engineering and Community Development Departments, the City of Lockport was awarded a planning grant by the New York State Department of State (NYSDOS) and the New York State Department of Environmental Conservation (NYSDEC). The intents of this grant are to establish a Brownfield Opportunity Area (BOA) and to begin the planning process necessary to address the contamination of sites surrounding the Erie Barge Canal (the Canal) and Eighteen Mile Creek. The BOA grant provides municipalities and community-based organizations with the resources to plan for the revitalization of brownfield sites and vacant and underutilized properties. The BOA program enables communities to realize a vision for brownfield redevelopment and to develop implementation strategies to begin the process necessary to return the sites to productive or beneficial uses.

New York State Environmental Conservation Law defines a brownfield site as "...any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant." Cleaning up and reinvesting in these properties relieves development pressures on undeveloped open land, improves the community's quality of life, and protects the environment. Like most cities in Western New York, the historical use of properties throughout the City of Lockport has left a legacy of properties with the stigma of contamination. The BOA program was developed with this focus, enabling communities to identify a vision for redevelopment of blighted areas that will lead to the revitalization of the community.

The Pre-Nomination Study for the City of Lockport BOA is the first of three steps in the BOA program. The Pre-Nomination Study (Step 1) involves the selection of an area in need of cleanup and redevelopment. The Pre-Nomination Study also collects basic information about the characteristics of the BOA and the brownfields within the given area. Finally, the Pre-Nomination Study provides a preliminary analysis and recommendations that are intended to facilitate the revitalization of the proposed BOA and support the City's intentions to participate in the subsequent stages of the BOA program.

The second step of the BOA program is the Nomination Phase (Step 2), in which more specific information on the area is obtained and utilized to analyze economic and market trends. The visioning process initiated in Step 1 is also advanced in this step, further developing the community's vision for successful redevelopment. Based on the results of the study described in this report, the City of Lockport's proposed BOA is an area that could use additional study and consideration, and, therefore, the City intends to apply for enrollment in the second phase of the BOA program upon acceptance of this study.

The third and final step of the BOA program is the Implementation Strategy and/or Site Assessments (Step 3). This phase includes strategic planning to define the specific activities necessary to achieve the successful redevelopment of high-priority sites and the areas as a whole. Where appropriate, site assessments will be used to evaluate the environmental conditions of targeted brownfield sites and determine the remedial efforts necessary, if any, to make those sites shovel-ready.

This Pre-Nomination Study allows the City of Lockport to build upon relationships with regional planning and development agencies, state and local governmental agencies, private developers and other businesses. Western New York's economy, like much of the Northeastern United States, has not kept pace with the rest of the nation, due to the downsizing of the industrial base. However, Lockport has remained an important manufacturing center due to the presence of the of Delphi Thermal Systems, a former division of General Motors Corporation and the largest industrial employer in Western New York. While Lockport has experienced job loss due to the departure of other industrial-based businesses, many of the lost manufacturing jobs have been replaced by jobs in the retail and service center.

Lockport is located in close proximity of the quickest growing areas of the Niagara Frontier, in terms of residential housing and commercial development, which include the towns of Amherst, Clarence and Lancaster in Erie County. Additionally, the study area is proximal to Southern Ontario, including Toronto and Waterloo, which is one of the fastest growing areas in Canada. These factors, in addition to the City's rich history and the presence of the Erie Canal, provide many opportunities for the City of Lockport. The successful planning and implementation of remediation strategies will further secure Lockport's role as a city with a small-town character and a rich historic cultural identity.

2.0 DESCRIPTION OF THE PROPOSED PROJECT, BOUNDARY AND PUBLIC PARTICIPATION

2.1 Community Overview and Description

2.1.1 Historical Perspective

The City of Lockport is located near the center of Niagara County in Western New York, approximately eighteen miles east of Niagara Falls and 20 miles northeast of Buffalo. Lockport, one of the oldest municipalities in Western New York, had a population of 22,279 at the time of the 2000 census.

Lockport's early growth and development was mainly focused on the Canal, which brought commercial shipping and industry to the city. Construction on the canal began in 1817 and moved into the Niagara County region by 1821. As construction workers moved into the area to build the Canal, merchants followed. Lockport became the Niagara County seat in 1822 and was incorporated as a city in 1865. Lockport gets its name from the dual series of five



Locks 34 and 35 on the Erie Barge Canal

locks along the Canal, which were constructed to carry the Canal over the steep slope of

the Niagara Escarpment. General Lafayette described the locks at the time of their opening as “the greatest engineering marvel in the world”.

Throughout the City’s history, Lockport has had a presence as a vital center of commerce and industry. Because of the Canal, Lockport became a part of the gateway to the west through the Great Lakes. As Lockport became a center of commerce, the area surrounding the Canal became the primary residential area and central business district. Access to hydraulic power and transportation via the Canal made the City a suitable location for lumber, cotton, flour, and paper mills. As industries grew in Lockport, a series of rail lines were built throughout the City.

Geographically, the City of Lockport is located within the Town of Lockport and is in Niagara County. The Town and City of Lockport are directly north of the Erie County towns of Amherst, Lancaster and Clarence, which are the fastest growing and highest income areas of the Buffalo/Niagara region. In recent years, residential and commercial growth have been moving outward in a northeast direction from the City of Buffalo. Lockport will benefit from this growth, both in terms of population increases and greater commercial opportunities.

Additionally, the City of Lockport is located within a 100-mile radius of the Golden Horseshoe region of Southern Ontario, Canada. This densely populated urban region on the western edge of Lake Ontario includes the cities of Niagara Falls, Waterloo, Hamilton and Toronto. This region is currently home to more than 8 million people, and is expected to continue to grow to 11.5 million by the 2030s. The City of Lockport can offer a quieter, small-town experience to contrast to the urban nature of much of the Golden Horseshoe, creating opportunities for tourism development in Lockport.

Today, the City of Lockport has many historic buildings and places listed on the National Register of Historic Places. The industrial character of the City remains, particularly due to the presence of the Delphi Plant. In recent years, the Central Business District of Downtown Lockport has experienced renewal and revitalization through projects on Main Street and Canal Street, formerly known as Richmond Avenue, and other community projects.

2.1.2 Demographic Context

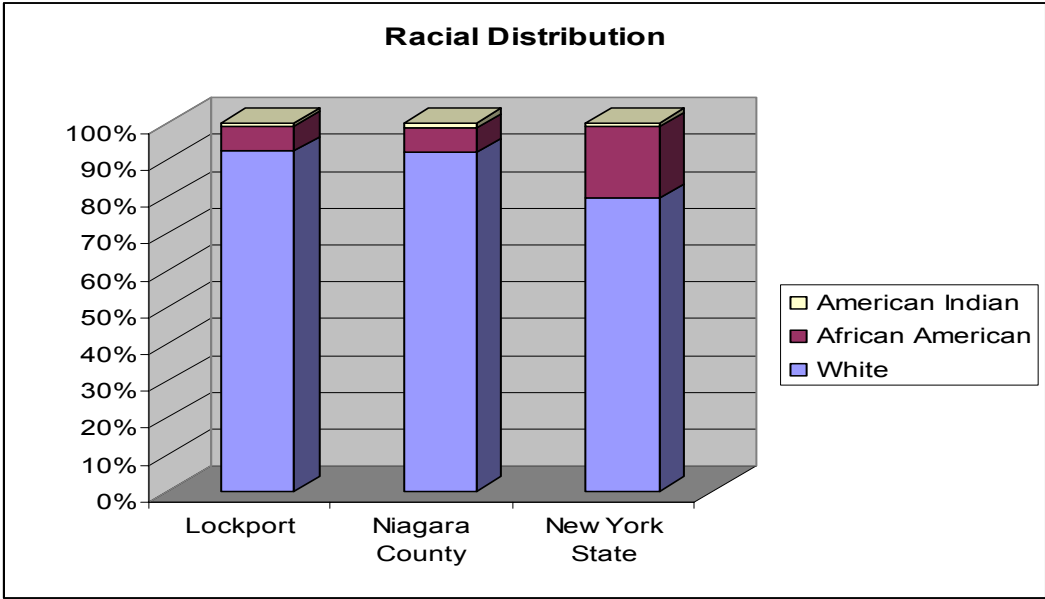
Demographics are tools that enable us to understand characteristics of a select population, such as those people who live in a defined area or who share common condition. Commonly used demographics include race, age, income, educational attainment and employment status. Demographics allow us to understand changes in social and economic conditions to identify changes occurring in a community and to predict trends that are likely to continue into the future.

U.S. Census Bureau data from the 2000 census were used as a basis for the demographics presented in this section. Information was also obtained from the New

York State Department of Labor. Demographic data is presented in terms of the populations of New York State, Niagara County and the City of Lockport, when available. The Census Bureau produces population estimates at the state and county level for the years in-between the decennial census.

During the past 20 to 30 years, the City of Lockport and Niagara County have experienced significant losses in jobs, population and property values due to industrial downsizing and lost manufacturing jobs. From 1990 until 2005, the population of Lockport went from 24,426 to 21,271 persons, a decline of 12.9%. During this same time, the population of Niagara County experienced a decline of 2.09% while New York State experienced an overall growth of 7.31%.

The racial distribution of the City of Lockport is similar to that of Niagara County, with approximately 90% of the population being white and the remainder of the population being African American and American Indian. The minority population of the City of Lockport is less than that of New York State as a whole. The following graph depicts the racial distribution for the City of Lockport, Niagara County and New York State:



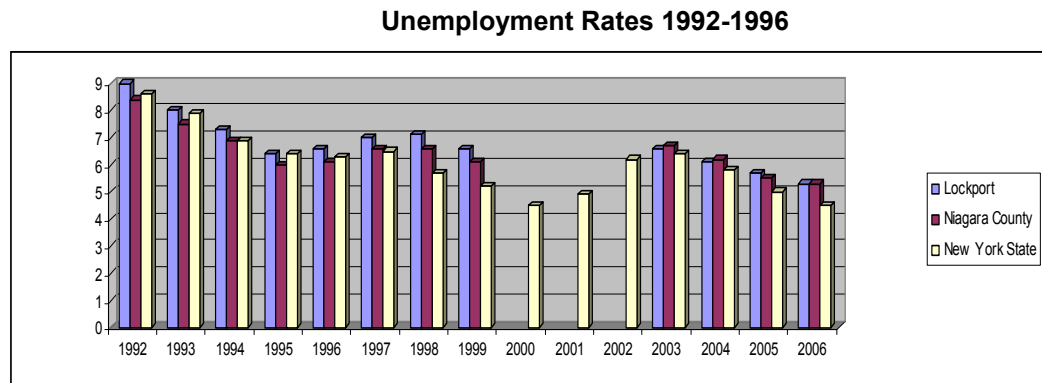
Source: US Census, American Factfinder

2.1.3 Economic and Employment Context

The high unemployment rates in Lockport and Niagara County are the result of the departure of many industrial employers. The largest employer in Niagara County is Delphi Thermal Systems, a former division of General Motors Corporation, located in the City of Lockport. Despite employing more people than any other industry, the size of the current workforce is much smaller than at its peak in the 1970s, demonstrating the steady decline of manufacturing employment throughout the city. Economic hard times have resulted in the loss of approximately 2,000 jobs due to the closing of Guterl Steel, Norton Laboratories, Flintkote, Western Block, Upson Company, Buffalo Paperboard, Ferree

Plastics, Simond's Saw, and Jubilee Foods, along with several area banks, restaurants and shops. The departures of these businesses have resulted in vacant sites scattered throughout the City.

The City of Lockport's unemployment rate is consistently slightly above the unemployment rate for New York State. The following figure shows the unemployment rates for the City, Niagara County and New York State:



Source: NYS Dept of Labor, Bureau of Labor Statistics

Table 1 shows the per capita income and median household income for the City of Lockport, Niagara County and New York State for the years of 2000 and 2005.

Year	Lockport Per Capita Income	Lockport Median Household Income	Niagara County Per Capita Income	Niagara County Median Household Income	New York State Per Capita Income	New York State Median Household Income
2000	\$19,620	\$35,222	\$19,219	\$38,136	\$23,329	\$43,393
2005	N/A	N/A	\$22,580	\$44,172	\$28,158	\$49,480

Source: U.S. Bureau of the Census, American Factfinder

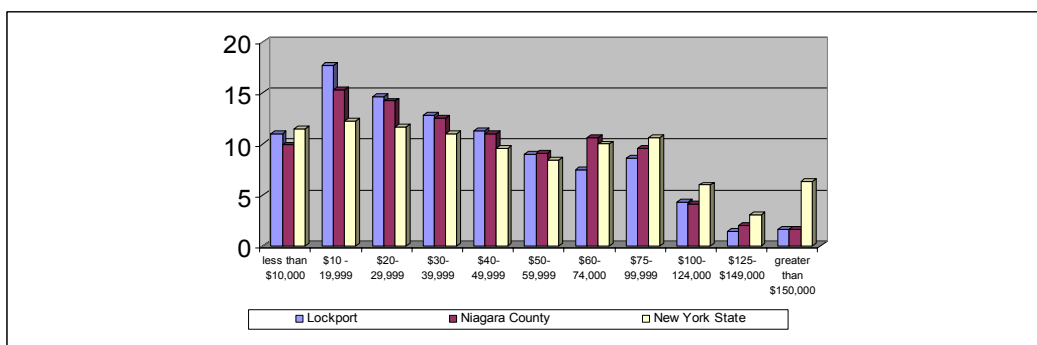
The median household income for the City of Lockport in 2000 was \$35,222, with a per capita income of \$19,620. This is similar to the trend for Niagara County. However, both the County and City's per capita income and household income are less than the New York State average. In 2000, 11.7% of families lived below the poverty level, which is close to New York State's value of 11.5%. However, this is higher than the Niagara County value of 8.2% of families living below the poverty level. From 1990 to 2000, the median household income rose from \$30,537 in 1990 and the poverty rate declined from 14.5 percent living below the poverty level.

Table 2 shows the income distribution for the City of Lockport in 2000.

TABLE 2 INCOME DISTRIBUTION – CITY OF LOCKPORT 2000	
Income Group	Percent of Households
Less than \$10,000	11.0
\$10,000 to \$14,999	8.5
\$15,000 to \$24,999	17.0
\$25,000 to \$34,999	13.2
\$35,000 to \$49,999	17.7
\$50,000 to \$74,999	16.5
\$75,000 to \$99,999	8.6
\$100,000 to \$149,999	5.7
\$150,000 to \$199,999	0.8
\$200,000 or more	0.9
<i>Source: US Bureau of Census, American Factfinder</i>	

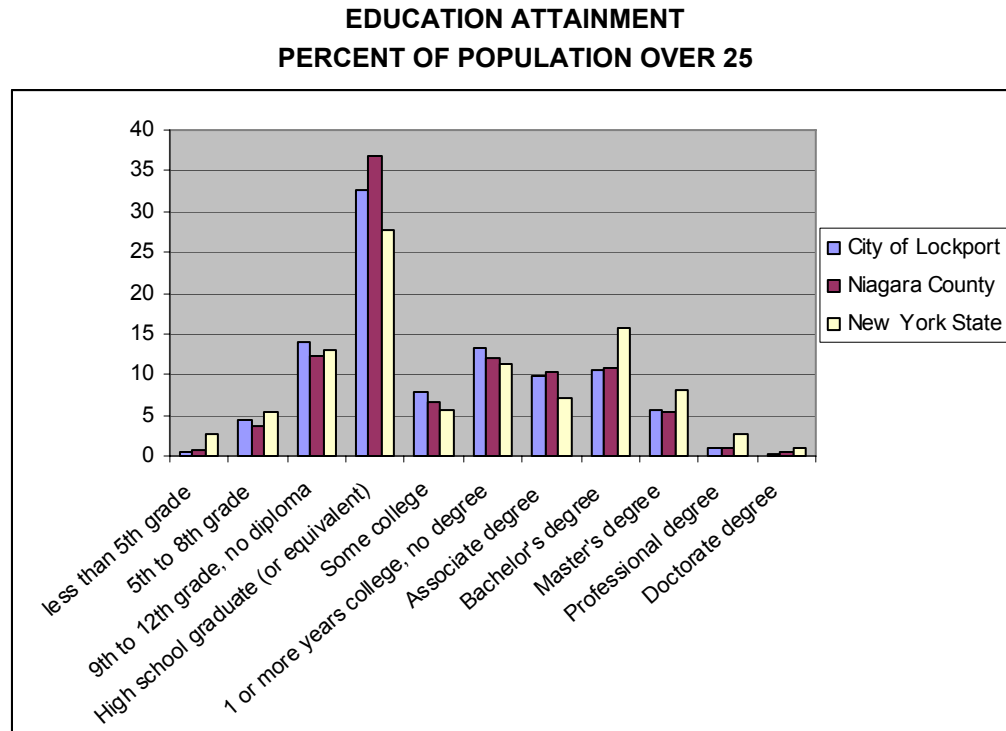
The following figure depicts the income distribution for the City of Lockport as compared to Niagara County and New York State for the year 2000:

**2000 INCOME DISTRIBUTION
LOCKPORT, NIAGARA COUNTY AND NEW YORK STATE**



Source: US Census Bureau, American Factfinder

The following figure shows the educational attainment of the population of the city, county and state. The City of Lockport education rate is similar to that of Niagara County. However, New York State has a higher percentage of people with a Bachelor's Degree or higher than both the city and the county.



2.2 Project Overview and Description

The City of Lockport is located at the heart of Niagara County in Western New York. The City is the County seat for Niagara County and is one of the oldest municipalities in Western New York. The location of the City is illustrated by the Community Context Maps (Figure 1).

The City of Lockport is 7.72 square miles in size and is located at the crossroads of New York State Routes 31, 78 and 93. The City has a high concentration of known brownfield sites in addition to numerous other vacant properties. The brownfield sites are scattered throughout the city; however, two primary areas are distinctive due to the concentration of these sites. The City of Lockport Known Brownfields Map (Figure 2) shows the location of brownfield sites throughout the City.

Two main concentrated areas of brownfields are evident in the City of Lockport. The first area, shown in red on the Known Brownfields Map, is a corridor of sites running in a north-south direction near the center of the city. This area focuses around Eighteen Mile Creek and the Canal. While these sites once had historical industrial uses, they are located in an area that is now primarily residential and commercial. This area of the City

has significant historical value and contains several existing tourism-related sites. For purposes of this study, this area is referred to as the Tourism Focus Area. The cleanup and re-use of sites in this area will help revitalize this area of the community and fits the City's goal of returning Lockport to a thriving, historical City. The primary area evaluated in this study will be the Tourism Focus Area.

The second concentration of sites, shown in orange on the Known Brownfields Map, is located along the City's western edge in the industrial section of the City. For purposes of this study, this area is referred to as the Industrial Focus Area. This area still retains the industrial character of the city. The Industrial Focus Area is home to several active businesses, including High-Tread Recycled Rubber and Candlelight Cabinetry. Because the City plans to complete a second Brownfield Opportunity Area (BOA) application for the Industrial Focus Area in the future, a more detailed analysis of the Industrial Focus Area will be performed under that BOA grant. The two proposed BOA focus areas are depicted on the Proposed BOA Study Area Context Map (Figure 3).

The City of Lockport has had success in recent years with projects by local developers, significant investment by city, county, state and federal government, and numerous community/volunteer group efforts to beautify the City. Many activities and projects have had large positive impacts on a wide variety of community aspects. Some of these projects include:



Main Street in Downtown Lockport

- Main Street Project
involving new roadways, sidewalks, lighting, signals and streetscaping
- Downtown facade improvement projects
- The successful cleanup of the Richmond Avenue block, now known as Canal Street, through the New York State Department of Environmental Conservation (NYSDEC) Environmental Restoration Program (ERP)
- Designation of Lockport as a Quality Community
- Local Waterfront Revitalization Program studies and projects
- Canal Corporation overhaul of locks and lift bridges
- Replacement of the Prospect Street Bridge over the canal
- Renovations and improvements of several parks and historical structures
- The transition of Market Street as an artist area
- New business and restaurant starts
- Environmental investigation at the Flintkote site and EPA Phase II Environmental Site Assessment at the Dussault site

The Tourism Focus Area has significant tourism-related development potential, while the Industrial Focus Area would provide land for expansion of existing businesses or development of new businesses. Downtown Lockport has seen great improvements in recent years and the area has a unique character due to its location along the Canal. Finding a way to blend the historic character of the City with new development will help to make Lockport a unique tourist destination. The placement of new and existing industries within the Industrial Focus Area would help to keep industries from settling in the tourism area. Redevelopment of these underutilized sites can create new employment opportunities, generate additional revenues, improve environmental quality and create new public amenities and recreational opportunities.

2.3 Brownfield Opportunity Area Boundary Description and Justification

2.3.1 Tourism Focus Area Boundary

The proposed BOA boundary for the Tourism Focus Area includes properties that are adjacent to the Canal and Eighteen Mile Creek. This area encompasses a portion of the City that was historically utilized for industrial purposes. The proposed Tourism Focus Area encompasses approximately 385.45 acres. Of the 385-acre BOA Focus Area, approximately one-third, 119.33 acres, is comprised of brownfields. This Focus Area contains 20 of the City's 29 known brownfields. The brownfields within the proposed BOA range in size from under an acre to greater than 18 acres.

The Tourism Focus Area boundary centers on the Canal and Eighteen Mile Creek. The southernmost boundary of the Focus Area is State Road at the Prospect Street Bridge over the Canal. The boundary encompasses most of the Central Business District and the easternmost point is Exchange Street. North of the Canal, the boundary follows parcel boundaries of properties on both sides of Eighteen Mile Creek and Mill Street. The northernmost part of the Focus Area is near the intersection of Old Niagara Road and North Transit Street. The boundaries of the Tourism Focus Area are depicted on the proposed BOA Boundary Map of the Tourism Focus Area (Figure 4).

2.3.2 Industrial Focus Area Boundary

The proposed BOA boundary for the Industrial Focus Area includes properties in the southwestern portion of the City of Lockport. The Industrial Focus BOA encompasses approximately 500 acres. Of the 500-acre BOA Focus Area, approximately 49.63 acres are comprised of brownfields. This Focus Area contains six brownfields, ranging in size from less than an acre to 17.5 acres.

The Industrial Focus Area's southeastern boundary follows the north side of the Canal from Steven Street to the Lockport Southwest Bypass. To the west, the boundary follows the City Line up to Niagara Street, which is the northern boundary of the Focus Area. The eastern boundary of the Focus Area follows along several residential streets to

exclude some of the residential neighborhoods. The boundaries of the Industrial Focus Area are depicted on the Proposed BOA Boundary Map of the Industrial Focus Area (Figure 5).

2.4 Community Participation Techniques and/or Process

Community participation is an important part of the BOA process. Community participation was established through the establishment of a steering committee comprised of individuals with strong ties to the community and the creation of a Community Participation Plan.

The Community Participation Plan (CPP) generally followed the guidelines set forth by the NYSDEC in their *Citizen Participation in New York's Hazardous Waste Site Remediation Program*. The CPP was tailored to the particular needs of the City of Lockport BOA Pre-Nomination Study, as administered by the NYSDOS. The Plan was reviewed and approved by the City of Lockport, NYSDEC and NYSDOS. The CPP's intent was to establish a framework of activities to facilitate communication between the community and the project team. The CPP is included as Appendix 4.

Following the creation of the CPP, a Steering Committee was selected. The Steering Committee consists of a group of individuals who have a relationship with the community, a connection with a community-based organization, or a position in local or regional government. The Steering Committee's role is the following:

- Guide the preparation of the BOA Plan;
- Define the study area and finalize the Brownfields Opportunity Area Boundary Map;
- Assist the City with the preparation of a Vision Statement; and
- Attend Steering Committee meetings, public meetings and other public outreach activities.

The Steering Committee's ultimate goal is to allow different stakeholders to put their minds together and begin the cooperative planning process of the BOA program. Members of the Steering Committee include representatives from the City, Niagara County, NYSDEC and NYSDOS. Steering Committee meetings were held on May 22, September 18 and October 24, 2007.

2.5 Community Vision and Goals and Objectives

2.5.1 Existing Planning Initiatives

Every good plan starts with an understanding of community goals to guide the future of the City of Lockport. These goals are derived from multiple sources, including not only the greater community, but also regional land use, economic and other goal-orientated

plans. Below is a set of supporting initiatives and relevant policy documents that have been broadly summarized to demonstrate their compatibility with the community vision.

In their December 2005 *Report on the Future of New York State Canals*, the New York State Canal Corporation put forward a series of recommendations. The NYS Canal Corporation's Erie Canal Greenway initiative is intended to establish a regional approach to land use planning, tourism, recreational trail development and other collaborative projects along the NYS Canal System. Important initiatives put forward in this report include:

- Establishing an Erie Canal Greenway water trail to tap into non-motorized recreational activities.
- Completing the Erie Canal-way trail, a 500-mile multi-use recreational trail along the canal.
- Pursuing the creation of Canal interpretive and educational centers.
- Enhancing marketing and public relations through a comprehensive approach involving a unified 'Canal' brand, web-based marketing, signature Canal events, promotional campaigns, and increasing informational and directional signage.

New York State Office of Parks, Recreation and Historic Preservation's report, *The New York State Historic Preservation Plan 2002-2006*, offers support to advance preservation as a catalyst for community revitalization and tourism. It highlights successful community revitalization efforts as a means to promote and encourage the preservation and renewal of New York's historic built environment; and, improves the techniques, treatments and tools available for local preservation and community renewal efforts. A current initiative underway in and around Lockport is the *Western Erie Canal Heritage Corridor*. Designated in July 1999, the canal corridor was established to identify, protect, preserve and interpret historic resources in specific regions of the state, while encouraging education, recreation and economic development.

Erie and Niagara Counties have partnered to develop the *Erie-Niagara Framework for Regional Growth* (October 2006), which is a blueprint to support the actions of county and regional agencies relating to the area's physical development. Many of the Framework's principles are consistent with the community's action principles for the area, of particular note are strategies related to promoting:

- A vital economy, by improving the competitive position of the region's centers of commerce, industry, and education.
- Sustainable neighborhoods, through efforts to improve the livability of the region's urban neighborhoods and create more compact, walkable communities.
- Natural & cultural assets, by supporting efforts to preserve historic sites and landscapes, conserve and improve access (as appropriate) to natural systems and resources, interpret history, and celebrate regional culture. The Framework also identifies Downtown Lockport as a growth corridor, which is an area most favored for future development and public investment.

2.5.2 Community Visioning Workshop

On the evening of October 24, 2007, TVGA Consultants, on behalf of the City of Lockport, hosted a community visioning workshop as a part of the public consultation process for the City's Step 1 BOA project. The event was held in the Lockport Municipal Building and ran from 6:00 p.m. to 8:30 p.m. In attendance were approximately 30 community residents, including business and property owners. A joint presentation was given by TVGA, the lead project consultants, and Urban Strategies Inc., which was followed by the visioning workshop facilitated by Urban Strategies Inc.

The intent of the visioning exercise was to:

- Inform the public about the study process, goals and timeline
- Provide information on relevant background studies and processes that have led to this initiative
- Review and discuss the boundary of the study area
- Present relevant national and international precedents
- Discuss and record people's views on the BOA initiative, including strengths, challenges, potential/opportunities and action principles for the area that the public felt were important to address
- Outline next steps in the process, including the Step 2 BOA application process

2.5.3 Preliminary Community Vision

Visioning is key to successful city building. The process is largely about assisting communities to make informed choices by aligning objectives, priorities and actions toward a set of common goals and a vision for the future that can proactively anticipate and direct change for broad based community benefit. The goals and objectives summarized in this section add context to community visions. For example, participants emphasized fostering a distinctive, attractive downtown with a strong sense of place and a range of amenities, which characterizes strong community development.

The Lockport community visioning process revealed a collection of visions and a full range of positive changes to shape the City's future. The process sought to identify the community's core values, which tended to be centered on two themes. The first theme identified is that of community development through the preservation of cultural and natural heritage and the direction of new development to the downtown core. The second theme identified is that of economic development that arises from cultivating new business opportunities.

The following summary presents broad issues and ideas raised during the workshop under four major themes: strengths, challenges, opportunities and potential, and action principles for the area.

2.5.3.1 Strengths

Participants felt that the City of Lockport possesses an array of strengths that the BOA initiative should build upon. Given the location of some identified brownfield, vacant and underutilized sites close to the downtown core, the BOA program can act as a catalyst to leverage new city building projects. Participants saw the BOA initiative as having significant potential to build upon Lockport's natural beauty and historical significance, which could assist in stimulating downtown (re)development.

Some of the noted strengths include the following themes:

- The City of Lockport was developed around the engineering marvel of the Flight of Five locks along the Canal. Other important engineering feats in Lockport include the Big Bridge taking Main Street over the Canal which, at the time of building, was the widest bridge in the world. The systems for bringing water pressure to fire hydrants and steam heating to households were invented in Lockport by Birdsall Holly. Lockport's engineering accomplishments and industrial history, including its building stock legacy, provide Lockport with a unique set of assets.
- Lockport is strategically located near cities with larger populations, such as Rochester, Buffalo, and Toronto, Ontario.
- The City's strength comes from community leaders, who are willing to commit to positive change, and from people who have the desire to improve their community.
- Lockport has a diverse suite of amenities, ranging from scenic views of the Escarpment, to heritage buildings and a rich cultural heritage. The City also has potential for more cultural, recreational and tourism attractions (i.e. paddleboats, kayaks, and a marina).
- Downtown Lockport has tremendous development potential, and property values are affordable.

2.5.3.2 Challenges

The challenges listed below highlight a range of concerns or issues facing the City of Lockport, particularly related to people and jobs leaving the area. Associated with these challenges, participants indicated a lack of amenities, family-friendly activities, and aging infrastructure as key challenges to overcome.

Common challenges included the following themes:

- Lockport is losing jobs. Industrial businesses have moved out of the area, further decreasing a dwindling number of employment opportunities and contributing to a lower standard of living.
- People are also leaving the area due to a lack of amenities, such as grocery stores, or because of quality of life issues such as minimal family-friendly activities, deteriorating housing stock, crime, drugs, and high taxes.
- Some of the most challenged residential areas surround the commercial district, and much of the City's infrastructure, such as sewer lines, is aging and needs to be updated.
- Developers don't look beyond Main Street and local policies limit what can be done in the City.
- Lockport lacks visibility and has poor signage pointing people towards the City, which makes it difficult to locate, particularly for out-of-town visitors.

2.5.3.3 Opportunities and Potential

The workshop participants were very optimistic about Lockport's future. They identified a range of opportunities and potential related future city building projects, which could be partially realized through the BOA initiatives. Participants generally saw Downtown Lockport as a center of attraction, and a place for investment by both the private and public sectors.

Some of the noted opportunities and potential include:

- Cleaning up brownfield sites will free up valuable land, which can be used to house new businesses that bring in tax dollars.
- Hiring a grant writer, and taking advantage of funding opportunities in order to realize the downtown's full potential.
- Creating the downtown as a destination place with amenities and events for people and families to explore.
- Drawing upon Lockport's extraordinary history to create places, such as a volleyball museum to honor the inventor of volleyball who was born in Lockport, or to celebrate engineering feats, such as the Big Bridge and the Flight of Five.
- Take advantage of cyclists who travel the Erie Canal by hosting events that start and end in Lockport.
- Building a convention or seminar center and encourage travel into the City by extending the passenger railroad from Medina.

2.5.3.4 Action Principles for the Area

The action items listed below reveal key thoughts and actions aimed at achieving a long-term transformative agenda for the City of Lockport. The implementation of this agenda would involve identifying short, medium and long term goals, and the nature of the project's initiative aimed at positive change. Action items have been broken down into two themes: community development and economic development.

Community Development

Create a downtown where people and jobs will gather to best support the City's future ambitions. Action items discussed include:

- Developing a plan that will increase residential development downtown and thereby increase the tax base
- Connecting the upper town, on top of the Niagara Escarpment, with the lower town, located below the Escarpment
- Developing a downtown retail strategy, with phased implementation, one that keeps big box stores out of the City
- Developing a downtown parking plan that ensures close and convenient parking downtown, but not in places better suited for other uses (i.e. obscuring the marvel of the Big Bridge)
- Preserving and supporting Lockport's history and heritage

Economic Development

The City of Lockport is closely connected to other municipalities in the region. For its success, the City must understand how it relates to the region and why it is distinct. Some of the noted action items discussed includes:

- Linking the Niagara Wine Trail up with the City of Lockport; ideally, it would either begin or end at the canal
- Promoting and nurturing local goods and services
- Developing a plan for attracting business onto Lockport brownfield sites
- Developing a plan that attracts new educational opportunities to area, such as a satellite campus of University of Buffalo. Internships for students from these institutions could be arranged in the community (i.e. Horticulture students from Niagara County Community College, located nearby in Sanborn, NY, could work on city parks)
- Cultivating tourism in the area could be a catalyst for strengthening the economy by attracting people from Canada
- Developing a marketing strategy, beginning with clear signage. Access routes could be designed to bring people to Lockport—consider

-
- designating certain roads as a major entry route to Lockport and naming this route the “Canal Route” to create a sense of destination to the City
 - Promoting the City as a ‘business friendly place’ to give people a reason to develop and conduct their business

The community linked the Lockport BOA initiative with downtown revitalization, and expressed a desire for strong community development and robust economic development. With much of the proposed BOA located adjacent to downtown, the BOA initiative will contribute to city building downtown and can take advantage of existing downtown infrastructure, such as telecommunication lines, roads, and water/wastewater systems. The BOA initiative can reinforce the role and value of the downtown by supporting community and economic development goals.

2.6 State Environmental Quality Review

In New York State, most projects or activities proposed by a state agency or unit of local government require an environmental assessment as prescribed by 6 NYCRR Part 617 State Environmental Quality Review (SEQR). The SEQR process requires agencies to consider the environmental, social and economic impacts that may occur as the result of a project. The SEQR process has been initiated for the City of Lockport BOA, as the planning process for redevelopment of the study area is considered an action with respect to SEQR. SEQR request letters have been sent to the NYSDEC Division of Fish, Wildlife and Marine Resources New York Natural Heritage Program, the US Department of the Interior Fish and Wildlife Service and the NYS Office of Parks, Recreation and Historic Preservation. The Full Environmental Assessment Form (EAF) has been completed and submitted for review. The SEQR correspondence and EAF are included in Appendix 5.

3.0 **PRELIMINARY ANALYSIS OF THE BROWNFIELD OPPORTUNITY AREA**

Preliminary analysis of the proposed Brownfield Opportunity Area (BOA) was completed using Niagara County countywide geographic information system (GIS) data. GIS is a tool used to assemble large data sets and allows for the spatial analysis of this data. The City of Lockport has been licensed by Niagara County to use this information. Existing land use, ownership and other important metrics for the study area were utilized to develop a series of maps using ArcView GIS version 9.2. Site visits were then completed, and information from existing documents was compiled to complete the analysis. A list of references is included at the end of this report.

3.1 Historical Development Along the Canal

The development of the City of Lockport is directly linked with the creation of the Erie Canal. Construction of the Canal began in 1817, and the canal reached the Lockport area in 1821. In order to cross the steep slope of the Niagara Escarpment, a system of five locks was designed by Nathan Roberts and constructed in what is now the downtown portion of the City. Construction of the locks began in 1823 and ended in 1825. Lockport was incorporated as a village in 1829.



Lower floors of the Electric Building – Pine Street

The Canal was completed in 1825. Due to the nature of the locks, a raceway system was created to allow excess water to bypass the locks. In 1826, Lyman Spalding constructed the Norman and Evans Iron Foundry, which used the raceway for power. In 1840, the seven-story “Electric Building” was constructed at this location. The hydraulic raceway passed through the seventh story of the building. The Lockport Gas and Electric Company was located in this building and waterpower from the raceway lit all the streetlights in Lockport. The first six stories of this building still stand. The building is accessible from Main Street, behind the municipal parking garage. A landing on what is now the roof of the building gives a scenic view of the Canal.

In 1858, Birdsall Holly came to Lockport to produce sewing machines and built a sewing machine factory on the south side of the Canal. Birdsall Holly was an inventor and is second to only Thomas Edison for the number of patents held. One of Holly’s many inventions is the system of Central District Steam Heat, and Holly’s house was the first to be heated using steam heat. Through his development of central pumping systems to distribute steam, Holly also invented the



Old City Hall – Pine Street

modern fire hydrant system for fire fighting.

The Canal has been enlarged several times to accommodate larger boats. As the size of the Canal increased, more water needed to bypass the locks through a raceway. In 1858, as Holly was first arriving in the area, the first enlargement of the Canal took place. Holly engineered a Hydraulic Raceway tunnel on the north side of the Canal to allow water to bypass the locks and to take advantage of the waterpower for businesses. Following the completion of the 1700-foot long Hydraulic Tunnel, Holly moved the Holly Manufacturing Complex to a site alongside the tunnel on the north side of the Canal. Richmond Manufacturing was located alongside the Holly Complex. In 1869, a second hydraulic tunnel was build. A pulp mill, United Paperboard Company, operated alongside Holly Manufacturing and Richmond Manufacturing and the tunnels carried water for waterpower until 1941.

In 1864, the Benjamin C. Moore Company Mill opened on the south side of the Canal. This flour and grist-mill became the building that is known as Old City Hall. In 1884, the building became part of Holly Water Works. The building was later utilized as City Hall until the construction of the current Municipal Building in 1974.



Industrial Ruins along 18 Mile Creek

In 1974, the Lockport Industrial Historic District was placed on the National Register of Historic Sites. The ruins of the old stone buildings that once existed along the tunnels can be seen on both sides of the Canal. A company has reopened the tunnel for historic tours and a boat ride. The tunnel is now referred to as the “Lockport Cave” as a result of the beginning stages of cave formations which have begun to develop due to the age of the tunnel.

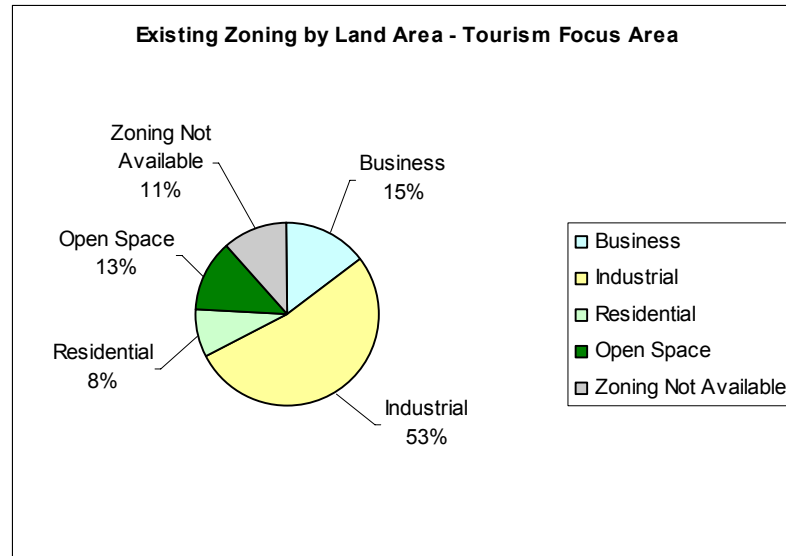
3.2 Existing Land Use and Zoning

3.2.1 Existing Zoning – Tourism Focus Area

The brownfield sites considered for this project are primarily vacant, neglected or under-utilized properties that are located mainly in the City’s traditional industrial corridors. Many of the brownfield properties along Eighteen Mile Creek are zoned for heavy industrial uses and the properties along the Canal are a mix of industrial, residential, and the central business district zoning. The existing zoning for the proposed BOA is shown on the Existing Zoning Map (Figure 6).

3.2.1.1 Zoning by Land Area

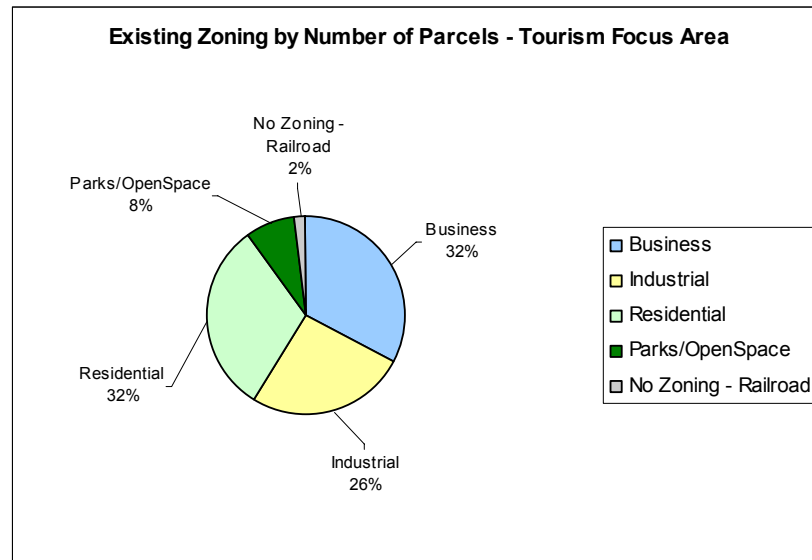
The Tourism Focus Area consists of approximately 385 acres. The following figure shows the current zoning mix for properties within the Tourism Focus Area:



Thirteen percent (47 acres) of properties in the proposed BOA are zoned Parks and Wooded Areas. In the Tourism Focus Area, this land consists mainly of Upson Park and portions of the escarpment, which is steeply sloped and mostly unsuitable for development. Eight percent (30 acres) of the Tourism Focus Area are zoned residential. Approximately eleven percent (41 acres) of the Tourism Focus Area lacks zoning; these properties are mainly railroad property. These properties include a rail yard in the northern part of the City and portions of both the Falls Road Railroad and the Somerset Railroad. More than half of the Tourism Focus Area, 53 percent (190 acres) is zoned industrial. The remaining 15 percent (55 acres) is zoned for business. This business area includes much of Downtown Lockport and the Central Business District.

3.2.1.2 Zoning by Number of Parcels

The Tourism Focus Area consists of 352 parcels of land. The following figure shows the zoning mix for properties within the Tourism Focus Area:



Thirty-two percent (111) of the parcels within the Tourism Focus Area are zoned residential. Twenty-six percent (91 parcels) are zoned industrial. Thirty-two percent (115 parcels) are zoned for business. Eight percent (29 parcels) are zoned Parks/Wooded Areas. The final two percent (6 parcels) lack zoning, but consist of the railroad property.

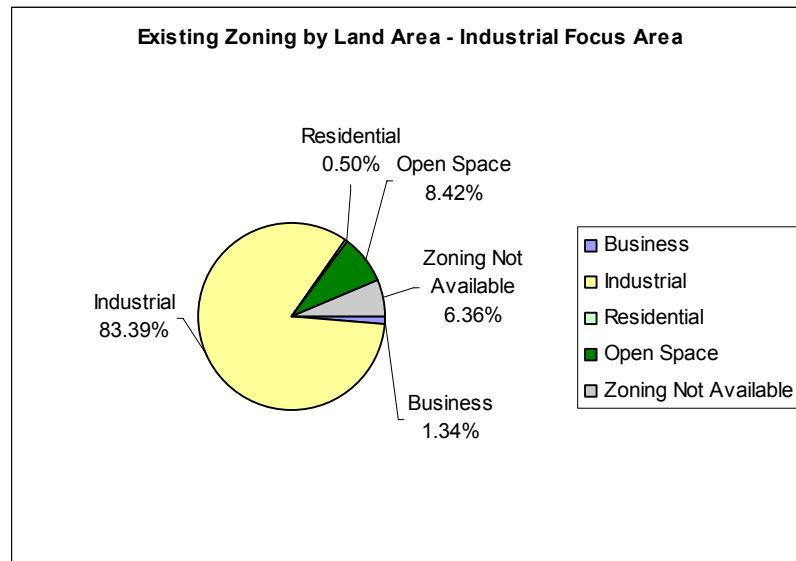
The majority of the vacant and/or underutilized properties within the proposed BOA are zoned for either business or industrial uses. This indicates that reuse of these properties could be geared towards new industrial or new commercial development. If other types of redevelopment options are undertaken, for instance, the creation of new parks or new residential development, rezoning of these properties may be necessary.

The properties surrounding much of the proposed BOA are mainly zoned for residential use. These neighborhoods are indicative of the residential small town character which exists throughout the City of Lockport. Many of the vacant industrial brownfield sites are located adjacent to residential properties. Remediation of these brownfields and reuse of these sites for non-industrial development could help to revitalize some of these neighborhoods which have become depressed due, in part, to the presence of brownfield sites.

3.2.2 Existing Zoning – Industrial Focus Area

3.2.2.1 Zoning by Land Area

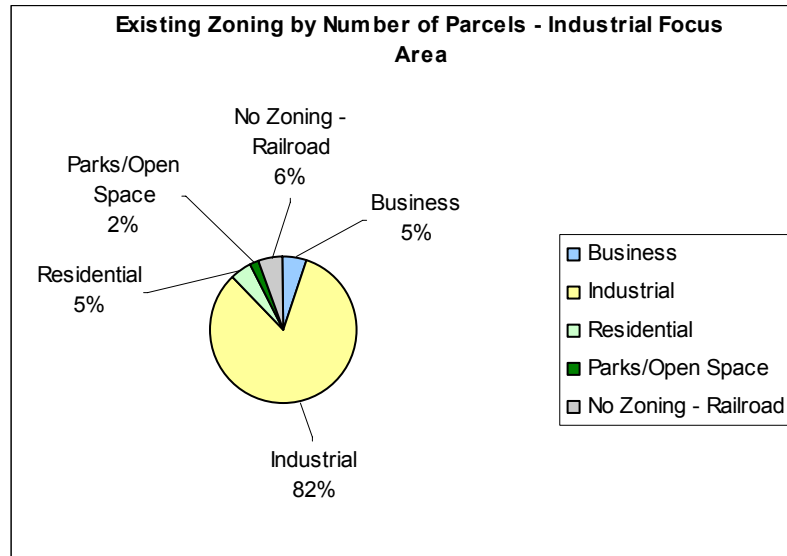
The Industrial Focus Area consists of approximately 500 acres. The following figure shows the zoning mix for the Industrial Focus Area:



The majority of the Industrial Focus Area is zoned industrial. Industrial properties make up approximately 84 percent (417 acres). Approximately 1.3 percent (6.7 acres) of the Focus Area is zoned for business, 8.4 percent (42.0 acres) is zoned Parks/Wooded Areas, and 6.3 percent (31.8 acres) lack zoning. As is the case in the Tourism Focus Area, this unzoned land consists of railroad property. The final 0.5 percent (2.5 acres) is zoned residential.

3.2.2.2 Zoning by Number of Parcels

The Industrial Focus Area consists of 252 parcels. The following figure shows the zoning mix for the Industrial Focus Area:



When analyzed by number of parcels, approximately 82 percent (208 parcels) are zoned industrial., five percent (13 parcels) are zoned business, five percent (12 parcels) are zoned residential, two percent, (five parcels) are zoned Parks/Open Space and the remaining six percent (14 parcels) lack zoning.

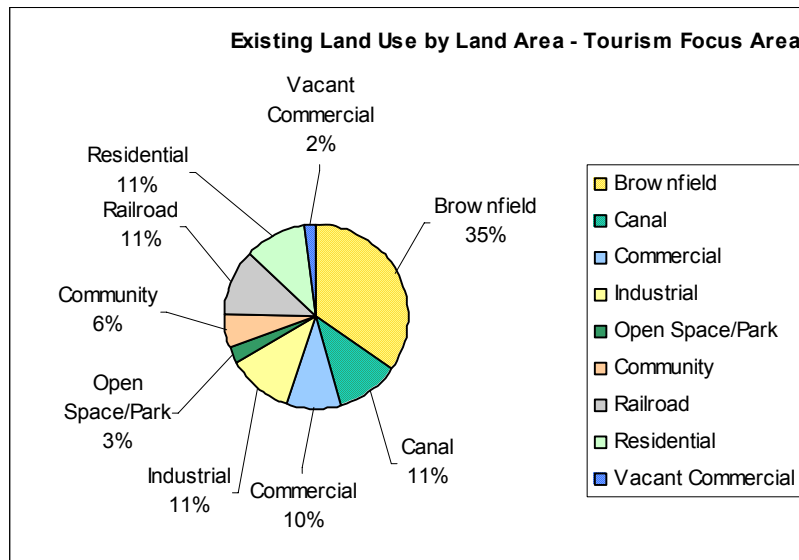
Analysis of the existing zoning patterns within the Industrial Focus Area indicates that the best reuse for many of the vacant and/or underutilized properties within this area would be industrial uses.

3.2.3 Existing Land Use – Tourism Focus Area

Lockport is an older industrial city. However, in the last 30 years the industrial base of the City of Lockport has declined, leaving many vacant and abandoned buildings, particularly along Mill Street inside of the Tourism Focus Area. Several current industrial businesses are located at the northernmost end of Mill Street near the intersection of Mill Street and North Transit Road. Existing land use is depicted on the Existing Land Use Map for the Tourism Focus Area (Figure 7).

3.2.3.1 Land Use by Land Area

The Tourism Focus Area consists of approximately 363 acres. The following figure shows the existing land use patterns for the Tourism Focus Area, categorized by land area:



Brownfield properties comprise approximately 35 percent of the Tourism Focus Area. These brownfield areas occupy approximately 124 acres of the 363-acre Focus Area. An additional 8 acres (2 percent of the BOA) are vacant commercial properties. These brownfields and underutilized sites are discussed in detail in Section 3.3.

Approximately 11 percent of the Tourism Focus area (38.25 acres) is residential property. Residential areas in Lockport comprise some of the City's greatest assets. The neighborhoods generally consist of tree-lined streets and single-family homes. However, many of the residential areas located within or close to the proposed BOA have suffered from the depreciative effects of being close to vacant brownfield properties. Remediation and reuse of the vacant land will help to restore these neighborhoods.

Eleven percent of the Tourism Focus Area is railroad, which includes two active rail lines. The Somerset Railroad runs through the northern portion of the City, and the Falls Road Railroad runs through Downtown Lockport.

Six percent of properties within the Tourism Focus Area are utilized for community-type services. The majority of these properties are located along Main Street in the Central Business District (CBD) of the Downtown Lockport. These services include the Post Office, the Public Library, the YMCA, the Municipal Building, as well as several large city-owned parking lots. While much

of Main Street/East Ave has been renovated recently, the outer fringe of the CBD still contains vacant properties. Revitalization of the areas surrounding the CBD will strengthen the City.

Ten percent of the Tourism Focus Area is utilized by commercial businesses. Included in this percentage are several new commercial buildings, owned by private developers, along Main Street. The majority of these commercial properties are located in the CBD, which is the City's oldest and largest concentration of



Main Street in Downtown Lockport

commercial activity. Portions of the older CBD were replaced during the 1960s by strip commercial plazas and modern low-rise buildings. However, Downtown Lockport has been revitalized in recent years due to a revitalization project along Main Street.

Three percent (10.3 acres) of the study area consist of parks and/or open space, including portions of the Niagara Escarpment. The steep slope and shallow bedrock of the escarpment areas make these properties less appealing for commercial development. An additional 11 percent (approximately 38 acres) New York State owned canal properties. These include several canal-side parks, the locks, a dry dock, the Canal itself and a portion of the Erie Canal Trail.

Eleven percent (approximately 40 acres) are utilized for industrial purposes. Many of these current industrial businesses are surrounded by vacant brownfields. Cleanup of the adjacent sites could allow for the expansion of these businesses or provide an incentive for new industrial development in the area. Current industrial businesses in this area include:

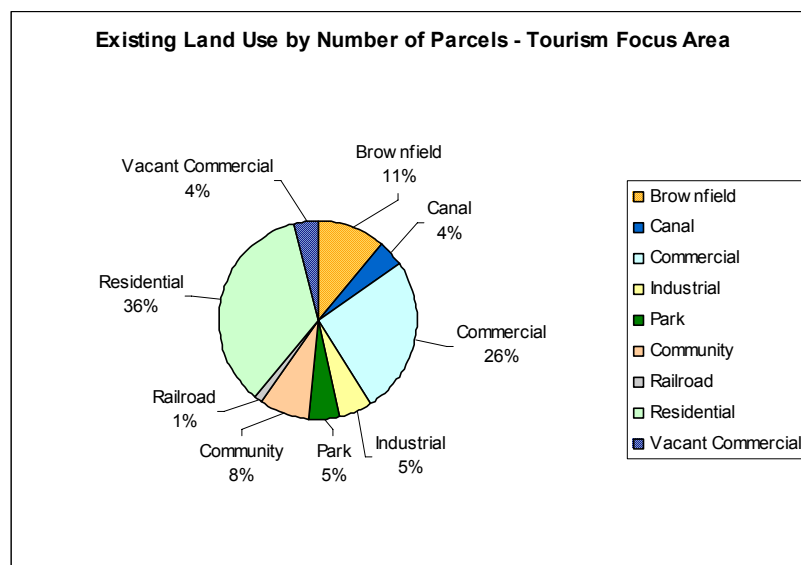
- Isochem, a chemical company that manufactures chemicals for various uses in fields such as space propulsion, polymer chemical production, electronics and the paper industry. The plant operates near the north end of Mill Street on the site of the former Van De Mark Company. Isochem employs approximately 95 people.
- Milward Alloys, a company which produces aluminum and copper alloying additives for the metallurgical industry. Milward has been in

business since 1948 and is located adjacent to the Isochem facility on the north end of Mill Street.

- Twin Lake Chemical/JH Products has been a producer of various organic and inorganic chemical intermediates for over 25 years. They specialize in organic acid chlorides. They are located adjacent to the Milward Alloys plant on the north end of Mill Street.
- Duraline Abrasives operates on the site of the former Buffalo Paperboard Company on the corner of Mill Street and Clinton Street. They manufacture coated abrasive products.
- Niagara Precision is a production machine shop located on Market Street. They specialize in all types of metals and plastics and employ approximately 30 full-time employees.

3.2.3.2 Land Use by Number of Parcels

The Tourism Focus Area consists of 352 parcels. The following figure shows the existing land use patterns for the Tourism Focus Area, categorized by number of parcels:



Eleven percent, or 39 parcels, are currently brownfields: there are 21 main brownfield sites, several of which consist of multiple parcels. An additional 4 percent, or 14 parcels, are vacant, underutilized commercial properties. There are several new buildings owned by developers located in the CBD which are currently vacant and for sale/lease. These properties were not examined in this study and were considered as commercial development. Vacant commercial properties that are older and had a former use have a diminished chance of redevelopment and are therefore included in the category of vacant commercial.

The brownfield sites and the vacant/underutilized commercial sites are discussed in greater detail in Section 3.3.

Thirty-six percent (124 parcels) are utilized for residential use, one percent (four parcels) are utilized by the railroad, eight percent (30 parcels) are utilized by community type services, five percent (17 parcels) are utilized as parks and/or open space, five percent (19 parcels) are utilized for industrial businesses, and twenty-six percent (91 parcels) are utilized for commercial businesses. The remaining four percent (15 parcels) are the Canal and the associated New York State properties.

3.2.4 Existing Land Use – Industrial Focus Area

Land use in the Industrial Focus Area is mainly industrial. Many of these industrial businesses are located along West Avenue, Ohio Street and Park Avenue. Directly to the west of the focus area is the Delphi Plant. Delphi is a major manufacturer of automobile radiators and thermal systems. Within the Industrial Focus Area, several large parcels of land are currently vacant. These vacant parcels are located along the Lockport Southwest Bypass on the western edge of the focus area and along the canal. The Falls Road Railroad transverses the center of the focus area and the Somerset Railroad runs north-south along the western edge of the focus area. General land use patterns are depicted on the Existing Land Use Map of the Industrial Focus Area (Figure 8). A more detailed analysis will be completed in Step 2 of the BOA program.

3.2.5 Other Special Districts

The proposed Tourism Focus Area of the BOA contains two of Lockport's National Register Historic Districts: the Lockport Historic Industrial District and a portion of the Lowertown Historic District. These two districts are located across the Canal from one another and are shown on the Existing Zoning Map (Figure 6).



Lockport Historic Post Office on Main Street

The Lowertown Historic District is located between the Falls Road Railroad and the Canal, from Market Street on the west, to the Widewaters Marina on the east.

A total of 125 historic buildings are listed in this district. A building of note located within the Lowertown Historic District is the historic Union Station, which is discussed in Section 3.3.

The Lockport Historic Industrial District consists of the area north of the Canal located between Richmond Avenue, Gooding Street, Clinton Street and the western boundary of Upson Park. The historic structures in this district include the original five-flight lock structure on the Canal, large underground hydraulic power tunnels and the ruins from industrial complexes. The entire Lockport Industrial District is included within the proposed BOA boundaries.

The City of Lockport is also situated within the New York State Western Erie Canal Heritage Area. The Western Erie Canal Heritage Corridor is one of New York State's 17 State Heritage Areas, which are administered by the NYS Parks Department and seek to preserve historically significant portions of New York State. The Heritage Corridor was established in 1995 to bring together various organizations and develop a management plan for the corridor. The *1995 Canal Recreationway Plan* includes design guidelines for municipalities along the Canal, including conceptual guidelines for public waterfront spaces, site and building development along the Canal and for preservation and maintenance of canal structures.

Additionally, the City of Lockport is located within the Erie Canalway National Heritage Corridor. The Canalway Corridor was created in 2000 by an act of the United States Congress to connect the 234 communities along the New York State Canal System. The Erie Canalway National Heritage Corridor developed a *Preservation and Management Plan* in 2007, which included a case study on the City of Lockport. A discussion of several of the Plan's recommendations can be found in Section 4.2. The plan points out that while Lockport's Main Street has undergone a beautification program in recent years, the City has not implemented design standards. The plan recommends that the City adopt design standards for new construction, historic preservation and signage. In particular, the City should strive to maintain retail continuity and not allow vacant parcels and parking lots to interrupt the continuity of the streetscape.

The City of Lockport is not part of an economic development district, a NYS Empire Zone, a Business Improvement District or an Urban Renewal Zone. The creation of such districts could present an opportunity for Lockport to provide incentives for new business development in the Downtown Lockport area.

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3.3 Brownfield, Abandoned, and Vacant Sites

Preliminary analysis of the proposed Brownfield Opportunity Area (BOA) has identified the presence of 27 brownfield sites. Within the Tourism Focus Area, an additional seven underutilized sites were found. For purposes of this report, an underutilized site is defined as a vacant commercial site where it is unlikely that there is any existing contamination. These sites are often referred to as greyfields. The Underutilized Sites Location Maps (Figures 9 and 10) depict the location of these underutilized sites as well as brownfield sites within the Tourism Focus Area and the Industrial Focus Area.

The first twenty brownfield sites listed in this section, Brownfield Sites A through T, are located within the Tourism Focus Area. Brownfield Sites U through Z are located within the Industrial Focus Area. The remaining site, Brownfield Site BB is not located within the proposed BOA but is included here as part of the city-wide inventory of brownfield sites.

A site profile has been prepared for each of the following sites that summarizes basic property information such as acreage and ownership, as well as indicators of potential adverse environmental conditions or development constraints. This data was compiled from readily available public records, interviews with people that are familiar with the land use history of the site, field observations and aerial or regular site photographs, existing or historical records and reports, and existing remedial investigations, studies and reports. The site profiles are included in Appendix 3. Preliminary recommendations and suggestions for the reuse of many of these sites are discussed in Section 4.2.

3.3.1 Brownfield Sites – Tourism Focus Area

Brownfield Site A:

CERAMICS PLAZA

29 Gooding Street (Parcel 109.10-1-70)

The property at 29 Gooding Street is currently a 1.43-acre vacant lot. The triangular-shaped parcel is near the intersection of Caledonia Street and Gooding Street



and is adjacent to the Canal. The railroad runs along the northern side of the property.

This property was formerly a ceramics factory. The street sign at southern corner of the property indicates the property is “Ceramics Plaza”. The 1919 Sanborn Map depicts this property being the location of the Richmond Manufacturing Company, which was a manufacturer of flourmill machinery. In addition to several buildings, the rear portion of the property was labeled on the Sanborn Map as the location of a “stone yard”.

The property is owned by The Hydraulic Race Co, Inc, is zoned I2-Light Industrial and is located in the Lockport Historic Industrial District. Buildings have been demolished and debris, including large concrete slabs, remains on site. A partial paved/gravel driveway leads onto the site. A row of trees separates this property from the adjacent, state-owned canal property. The adjacent lot to the south is a parking lot for the Dale Association, which is a senior citizens center that is located across Gooding Street. Additional adjacent businesses include an automobile repair shop and a heating/plumbing service and repair shop. To the north, across the railroad tracks, is the Kohl’s Cycle Sales Site (Brownfield Site B).

Due to the industrial history of this property, it is likely that there may be some form of contamination on this site. The New York State Department of Environmental Conservation (NYSDEC) conducted a remedial investigation along the corridor of Eighteen Mile Creek in 2006, and found polychlorinated biphenyl (PCB) and metal-contaminated fill in Upson Park, located in close vicinity to this site. Further investigation will be required to determine the nature and extent of the contamination on this site.

The site is currently partly utilized by the Lockport Cave tours for access to the tunnel. If this use is to be continued, a landscaped area is recommended to give the site the appearance of being part of a tourist attraction rather than a vacant lot.

Brownfield Site B:

Kohl's Cycle Sales

**71 Gooding Street and 2 Clinton Street
(Parcels 109.10-1-72 and 109.10-1-73.1)**

The property upon which Kohl's Cycle Sales is located consists of two separate and adjacent parcels, 71 Gooding Street and 2 Clinton Street. The property consists of 5.08



acres and at least two buildings. The parcels are located near the intersection of Gooding Street, Clinton Street and Grand Street. The property is zoned I2-Light Industrial and is located in the Lockport Historic Industrial District. The property is located across Gooding Street from the active Jamestown Container facility and is directly north of the railroad tracks and west of Upson Park (Brownfield Site C).

This property has a long industrial past. Holly Manufacturing, which produced sewing machines, pumps and hydraulic machinery, was located on this site between



1864 and 1904. These properties are adjacent to the Lockport Hydraulic Tunnel. In addition to the buildings located on this site, there are ruins from other factories that were located in this area, including the Lockport Pulp Mill. The buildings currently located on the site are shown on aerial photographs as early as 1938, but were likely constructed prior to that time. Sanborn Maps indicate that the Oliver Brothers Company, manufacturers of brass beds, occupied this property from at least 1909 until 1919. Several of the buildings from Oliver Brothers are labeled as

foundry buildings. The 1919 Sanborn Map shows this site as the location of Stoddord Union Company. The 1928 Sanborn Map shows the building labeled as Jefferson Union Company. The Clinton Street portion of the site was the location of several pulp warehouses associated with the nearby United Board and Carton Company, located in what is now Upson Park.

There are currently two buildings located on the site. The building at 2 Clinton Street is 23,040 square feet. A 53,360 square-foot building is located at 71 Gooding Street and appears to be attached to the other building. The properties are owned by Walter Kohl. Kohl's Cycle Sales currently occupies at least a portion of the building at 71 Gooding Street for motorcycle sales and service.

Due to the industrial history of this site, it is likely that there may be some form of contamination on this property. Additionally, the site is located adjacent to Upson Park, where contamination was found during a 2006 remedial investigation along the corridor of Eighteen Mile Creek. Further investigation may be required to determine the nature and extent of the contamination, if any.

This site has significant redevelopment potential. The site is located at a busy intersection, has access to the Canal and is directly across the Canal from Downtown Lockport. The large, historic building offers views of the canal and has potential for variety of adaptive reuses, including a possible hotel or unique housing complex.

Brownfield Site C:

Upson Park 100 Clinton Street (Parcel 109.10-1-76)

The property located at 100 Clinton Street is known as Upson Park. It is 5.9 acres in size. The park is bordered by Clinton Street to the north, the Canal to the south, the Kohl's Cycle



Sales property (Brownfield Site B) to the west and a New York State

DOT facility and the White Transportation Site (Brownfield Site D) to the east. The property is a canal-side park with a gravel parking area and picnic tables. From the parking area, the property slopes towards Eighteen Mile Creek on the east and steeply upwards to the west. Stone ruins are on site from the Lockport Pulp Mill. Additionally, the entrance to the Lockport Cave tour is located in the park. One entrance to the park is a sloped gravel road leading to the parking area. This entrance is at an awkward angle from the street and difficult to see when driving along Clinton Street. Additionally, limited signage is on Clinton Street to designate it as a park. Entrance to the park can also be made from the NYS Canal Trail.

For some time, a portion of the park was a part of the Mill Pond created for the paperboard manufacturers located in this area. The 1909 Sanborn Map shows the area being elevated by fill from the canal. The 1909 Sanborn Map also shows several areas throughout what is now the park labeled as “rubbish piles” and shows the United Box Board and Paper Company located on a portion of the site. The 1919 Sanborn Map shows portions of the park labeled as Sulphite Pulp Storage, which was in operation until at least 1928. The buildings are labeled on the 1948 Sanborn Map as being ruins. The history of the site since that time is uncertain.

Upson Park is owned by the City of Lockport, and is zoned RA-parks and open space. The site is located in the Lockport Industrial Historical District.

Due to the site’s industrial history, this site may contain contamination associated with historical operations and filling activities. The NYSDEC, during their Remedial Investigation of



Eighteen Mile Creek in 2006, found PCBs, arsenic, chromium, copper, lead and zinc contaminated fill in the vicinity of Upson Park. The report did not investigate the source of the contamination and further investigation is required to determine its nature and extent.

The public frequently utilizes this park. Better road access and road signage would allow for improved use of the park. Additionally, access to the park via the Erie Canal Trail currently follows the trail around the NYSDOT dry dock facility. Creating a landscaped path around that area would improve aesthetics. Labeling of the entrance to the Lockport Cave and plaques explaining the ruins would give visitors to this park more perspective into historic Lockport.

Brownfield Site D:

White Transportation

30-40 Mill Street (Parcels 109.10-1-58, 109.10-1-59, 109.10-1-60, 109.10-1-61)

The White Transportation Site, located at 30-40 Mill Street, is situated on the southwest corner of the intersection of Clinton Street and Mill Street and is not utilized. Duraline Abrasives is located across



Clinton Street from the site and residential properties are located across Mill Street from the site. The southern and western boundary of the site is a portion of the Erie Canal Trail, which leads into Upson Park.

The White Transportation property has an extensive industrial history. The 1875 Sanborn Map indicates that the property was the location of Niagara Mills and their associated



millpond. The 1908 Sanborn Map shows the New York Cotton Batting Company on the northern portion of the site and the L. Huston Cold

Storage Warehouse on the southern part. The 1914 Sanborn Map shows the addition of the Lockport Leather Board Company in the southwest corner of the property. The 1928 Sanborn Map shows the building that currently exists on site, labeled as a Motor Freight Station. Depicted to the north of the structure was a filling station and associated gasoline tank. The site operated as a truck terminal from the mid-1950s until 1998. The ruins of the earlier stone buildings still exist along Eighteen Mile Creek on this property. Several trailers in disrepair are located on the property.

The site is 2.6 acres in size and consists of four parcels that are zoned I2-Light Industrial. The property, owned by Gertrude White, The majority of the site is a vacant, grassy field with a 5,915-square foot single-story concrete block building. A smaller wooden pump house is located in front of the building. Behind the building are two old gas pumps. Eighteen Mile Creek runs through the site.

A Phase I Environmental Site Assessment was performed in 2002. Petroleum contamination is likely to exist as historical records show the presence of gasoline underground storage tanks, four of which were closed in place in 1991. Due to the age of structure, asbestos and lead-paint contamination may also exist within the building. The site was recently the subject of a removal action by the NYSDEC which addressed drums inside of trucks and soil contamination on site.

Due to the site's location along the Canal and Eighteen Mile Creek, good road access and proximity to Downtown Lockport, this site has significant redevelopment potential.

Brownfield Site E:

70 Mill Street (Parcel 109.06-3-11)

The property at 70 Mill Street is currently a 1.25-acre vacant wooded lot. The property is bounded on the west by Eighteen Mile Creek, to the north by the former Flintkote property, to the



east by Mill Street, and to the south by Duraline Abrasives. The site is owned by Tri-Side, LLC and is zoned I3 – Heavy Industrial.

This site has a long industrial history. The site was formerly part of the United Paperboard Company. The paperboard company was located on this site from the early 1900s until at least 1948. Historical aerial photos show at least one building on site from at least 1938 until at least 1958. Sanborn maps show that, at different times, this site operated as a lumberyard, a Sulphite Plant Mill, and a warehouse. The maps show Olcott Street formerly forming the southern boundary of the site (Olcott Street currently ends at Mill Street and does not continue onto the site). Along Mill Street is evidence of a rail line running in a north-south direction. Sanborn Maps from 1903 show that the 70 Mill Street portion of the site had buildings for sawing and grinding, an engine room and a sulfur room.

Due to the past industrial use of the site and the presence of contamination at the adjacent Flintkote property, the potential for on-site contamination exists. The NYSDEC found PCBs, arsenic, chromium, copper, lead and zinc contaminated fill along Eighteen Mile Creek near this property. The report did not investigate the source of the contamination and further investigation would be required to determine the nature and extent of contamination.

The property has good potential for redevelopment, particularly because of remediation activities planned at the adjacent Flintkote site and due to the site's location along 18 Mile Creek.

Brownfield Site F:

**Former Flintkote Site
198 and 300 Mill Street
(Parcels 109.06-1-8 and 109.06-3-1)**

The parcels at 198 and 300 Mill Street are the site of the former Flintkote plant. The abandoned property is approximately 6 acres in size. William Street formerly bisected the



property, separating it into the 198 and 300 sections. The property is bounded by a junkyard to the north, Mill Street to the east, Eighteen Mile Creek to the west and the 70 Mill Street (Brownfield Site E) to the south.

The site was initially developed for industrial use during the 1880s. Prior to use by Flintkote, the property was the location of the Lockport Paper Company and the Beckman Dawson Roofing Company. Flintkote operated from 1928 until 1973 and manufactured sound deadening and tufting felt for use in automobiles. Flintkote went out of business in the early 1970s. Since that point, various companies including Frank Davis Company, River Salvage Company and Thomas E Carter Trucking Company have occupied the site.

The northern (300 Mill Street) portion is owned by Niagara County. Timothy Birdsall owns the southern portion (198 Mill Street). Niagara County currently has temporary incidence of ownership for the 198 Mill Street parcel. The 300 Mill Street portion is zoned I-3-Heavy Industrial and the 198 Mill Street portion is zoned I2-Light Industrial. Eighteen Mile Creek runs through the property. Portions of buildings on the site have been demolished. All remaining structures are in poor condition and reuse of them is unlikely.

The NYSDEC removed drums containing sweepings, solid materials and PCB-contaminated transformer oil from the site in 1984 and 1990. Several site investigations have been



completed including a Phase I investigation in 2000, a Sampling Report in 2002 and a Site Investigation/Remedial Alternatives Report (SI/RAR) in 2005. Niagara County completed the SI/RAR under the NYS Environmental Restoration Program (ERP). These investigations revealed the presence of volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs), the latter consisting primarily of polycyclic aromatic hydrocarbons (PAHs), and well as metals, pesticides, and PCBs in surface and subsurface soil/fill. Leachable lead and cadmium levels that are considered hazardous were also discovered in the soil/fill, primarily the surface soil/fill. Surface water and sediments located inside the buildings are impacted with SVOCs, metals, and PCBs. Groundwater on the site was found to have only minor exceedances of the water quality standards. Lastly, asbestos-containing materials (ACMs) were identified within the buildings.

The Environmental Protection Agency (EPA) removed friable asbestos and conducted partial building demolition in 2002. Ash fill on property and along the creek bank is believed to adversely impact groundwater and sediment near the site. A Record of Decision (ROD) was issued in March 2006 that calls for excavation and off-site disposal of hazardous soils, demolition of buildings, closure of an outfall pipe, asbestos abatement within the building, placement of a two-foot thick soil cover across the site, an environmental easement, and periodic certification of the remedy. The estimated cost of site remediation is \$5.6 million. The County withdrew from the ERP in 2006 due to the estimated cost for the remediation and the NYSDEC is now pursuing listing the site on the NYS Registry of Inactive Waste Sites to continue remediation under the State Superfund Program.

Brownfield Site G:

**Van De Mark Landfill
600 Mill Street (Parcel 95.17-1-56.11)**

The Van De Mark Landfill is located across the railroad tracks at the end of Mill Street. The property is 18.6 acres and has no public road access. The landfill is accessible via dirt roads leading through properties owned by the Van Chlor Company, which currently operates as Isochem. The property is zoned I3-Heavy Industrial.

The Van De Mark Company produced phosgene gas utilized by the Van Chlor Company, which is located adjacent to the landfill. The site was utilized as a landfill from 1968 to 1982 and is located North and East of Eighteen Mile Creek.

The site is currently owned by Van Chlor and is listed as a NYS State Superfund Site, EPA ID NYD002116192 and State Site Code 932039. A Phase I ESA report prepared in 1987 indicated that drums of silicon tetrachloride and chlorodisiloxane were buried on site along with powdered limestone. Groundwater is monitored on site and surface water is monitored in Eighteen Mile Creek. As the site is fenced, there is no public access to the property, thereby limiting the potential for the public to have direct contact with buried wastes.

Brownfield Site H:

**Old Niagara Quarry
910 Old Niagara Road (Parcel 95.13-1-5.2)**

The Old Niagara Quarry is located at 910 Old Niagara Road. The property is 22.72 acres is currently vacant. The property is bounded on the south and west by Eighteen



Mile Creek, to the east by railroad tracks, and to the north by Old Niagara Road. The property is zoned I3-Heavy Industrial, is owned by Modern Recycling Inc. and operated as an active quarry until recently. The mining activity ceased and machines on the site are reportedly

leaking fluids onto the ground. The site is gated and has a gravel access road.

Brownfield Site I:

**Norton Labs
521 Mill Street
(Parcels 95.17-1-6.11, 95.17-1-6.11, and 95.17-1-7)**

The properties at 521 Mill Street consist of 14.54 acres that are currently vacant. The property is located at the corner of Mill Street and North Transit Road and is across the street from



Isochem, Milward Alloys and Twin Lake Chemical/JH Products. The property is bounded on the west by railroad tracks, and to the east and north by residential properties. South of the property, across Mill Street, are active facilities, including Isochem.

Businesses that have historically used the building include Norton Labs, Advanced Waste Solutions, Draper Roofing and Jamestown Container.



Several fuel tanks are

located on site. There is an 80,323 square foot building on site that includes large warehouse and manufacturing areas, loading docks and office areas. The property is currently zoned I3-Heavy Industrial, is owned by Arthur Hilger, and is currently for sale. The property surrounding the building is primarily a wooded vacant lot, with access

roads leading from the building into the wooded areas. Historic aerial photos of the property show piles of debris in the woods.

The City of Lockport Comprehensive Plan lists this site as an inactive hazardous waste site and states that there is a possible landfill on-site dating back from when Norton Labs was located on the property. Additional information is needed to establish the size, exact location and potential hazards of the landfilled areas, if present. Depending on the results of the investigation, some form of remediation may be necessary before the site can be redeveloped.

Due to the site's size, large existing building and location near existing industrial businesses, this site has significant redevelopment potential. Several new businesses could locate in this building.

Brownfield Site J:

Niagara Truck Repair (Parcel 95.17-1-34) 359 Mill Street

The property at 359 Mill Street is a 1.91-acre parcel. The site is located across the street from the Eighteen Mile Creek junkyard and adjacent to residential properties.



The site was utilized for car service and truck repairs. The property is owned by Raymond Giles. The property is zoned I3-Heavy Industrial and is currently vacant. There are a 2,400 square foot garage building on-site and a tractor-trailer parked in the rear of the building.

Due to the prior use of the site for automotive services, there may be underground storage tanks (USTs) on-site or other possible petroleum contamination.

Brownfield Site K:

**SLC Site
295-331 Mill Street
(Parcels 109.06-1-13 and 95.17-1-30)**

The former SLC Site consists of two properties along Mill Street. The property is currently vacant and the adjacent properties are residential.



The site is across Mill Street from the Eighteen Mile Creek Junkyard.

SLC Environmental Services, an environmental contractor that specialized in landfill construction and cleanup of contaminated disposal sites, formerly used the property. SLC Environmental Services went out of business in 2005.

The two parcels total 7.75 acres in size, are zoned I3-Heavy Industrial, and are owned by KH Associates. The property contains a 10,013 square-foot brick building, which contains an office area plus a garage maintenance shop that was used to service construction equipment. The majority of the site is filled with brush and shrubs, with an access road leading to the rear of the property where several tractor-trailers are currently parked.

Brownfield Site L:**Plaslok Site
24 Center Street, 225 Mill Street
(Parcels 109.06-1-20 and 109.06-1-34)**

The Plaslok site includes two properties along Mill Street between Center Street and Frost Street, which extend from Mill Street back to North Adam Street. The properties



consist of two parcels that total 4.2 acres in size and are zoned I3-Heavy Industrial. The property is bounded by residential parcels to the north, vacant properties to the east. Frost Street forms the southern boundary of the site and Mill Street forms the western boundary of the site. The Flinktote Site (Brownfield Site F) is located across Mill Street from the property.

The Plaslok Company manufactured plastic beads. The portion of the factory along Mill Street burned down in 1997. The fire caused the spill and release of molten plastics, phenolic resin products, and by-products of combustion into the area and potentially impacted the property. Sections of the concrete foundations contain large areas of what appears to be burned and melted plastics. The rear portion of this building is a warehouse-type building with loading docks and is connected to the building located on the Center Street parcel. The building has frontage along both Frost Street and North Adam Street.

The Center Street portion of the site is owned by E & H Properties, LLC, and CJM, Inc. owns the Mill Street portion.



The Center Street parcel contains two buildings, which make up a total of 24,145 square feet. The smaller building appears to be used by Chemical Design Inc., but the larger red and white building appears to be vacant and connected to the buildings on the other parcel. A circular water tank is located near the center of this parcel. The building on the Mill Street portion of the site is 26,253 square feet. A large, raised concrete building foundation exists in front of the existing remaining building.

After the Plaslok Company left the premises, Candlelight Cabinetry utilized the building but has since vacated the site. A Phase I ESA was completed on the site in 2007. The Phase I ESA recommended that a limited Phase II ESA be completed on site to determine the impact of the spills associated with the fire.

The site has significant development potential, due to the size of the site and the vacant parcels located around the site. Possible reuse of this site would be as a hockey rink.

Brownfield Site M:

Former Parking Lot (Parcel 109.06-3-30) 109 Mill Street

The property at 109 Mill Street is a 1.24-acre triangular-shaped vacant lot. The property is bounded by Mill Street to the west, Olcott Street to the south and Chapel Street to



the east. The property is located across Mill Street from the Flintkote Site and across Olcott Street from the Former Power Generation Facility. Residential properties are located across Chapel Street from this site.

Sanborn Maps from 1898 show this area as being a part of a lumberyard. The 1903 Sanborn Map shows this area as being the location of an engine room and machine repair shop with several smaller buildings located on this parcel. These buildings continue to be located on Sanborn Maps up until at least 1919. Aerial photos from that point

until 1977 show one small remaining building. It is unknown when this building was demolished. It is probable that this property was associated with United Paperboard Company that was located across Mill Street, and particularly with the Power Generation Facility, located directly to the south, across Olcott Street.

The property is zoned I3-Heavy Industrial and is owned by JEP Niagara, Inc. The property consists mostly of an overgrown parking area in the center of the parcel and grass and trees to the north and south. The parking lot currently has one lamppost in the center of the lot.

Contamination may exist on this site due to past use as a machine shop.

Brownfield Site N:

**Former Power Generation Facility
89 Mill Street (Parcel 109.06-3-34)**

The property at 89 Mill Street is known as the Former Power Generation Facility. The property consists of a 2.11-acre lot that runs along Mill Street from Clinton Street to Olcott Street.



The property is located across Mill Street from Duraline Abrasives and across Olcott Street from the 109 Mill Street property. Residential properties are located to the east and south of this property.

At one time, the power facility occupied the entire block stretching back to Chapel Street. Over time, residences were constructed along the Clinton Street and Chapel Street sides of the site. The 1898 Sanborn Map shows that the property was a part of a lumberyard. The 1909 Sanborn Map shows several buildings including the current structure, labeled as an office. The 1919 Sanborn Map shows the building, which currently remains, and several smaller office buildings, boiler rooms and switchboards. The smaller building on the south side of the large building is labeled as a Coal Dump. The property has been vacant for a

fairly long time, although the duration is not known. Aerial photos from 1966 show only the one remaining building located on the site.

The property is owned by JEP of Niagara, Inc, is zoned I3-Heavy Industrial, and is currently vacant. The site contains a 16,640-square foot brick shell of a building that is in poor condition. The building does not appear to be salvageable as no roof remains and trees are growing inside the building. A gravel parking area is on the south side of the building. Aerial photos and Sanborn Maps show that a small out building was located on the south side of the property where this parking area is currently located.

This building should be demolished, as it is both a danger and an eyesore to the residential neighborhood in which is located. The property could then be developed with new residential development.

Brownfield Site O:

Dussault Site

2-10 Washburn Street

(Parcels 109.10-2-9 and 109.10-2-59.12)

The property located at 2-10 Washburn Street includes 5.6 acres. The property is located at the end of Washburn Street near the intersection of Washburn and Union Street.



This area is primarily a commercial area within the Lowertown Historic District. Railroad tracks form the southern boundary of the site. Opposite the railroad tracks is the former rail terminal, Union Station. The property slopes steeply on the northern side of the hill down to Market Street.

Dussault operated as a cast iron and ductile steel factory on this site. The property is currently vacant and includes two structures in poor condition. The property is zoned I2-Light Industrial. The Dussault Foundry Corporation currently owns the site.

The property is listed in the Federal CERCLIS database, but is not listed on the National Priorities list. The EPA ID for the property is NYD002115301. Niagara County completed a Phase I ESA in 2000 and a Phase II ESA in 2002. The EPA conducted removal actions in 2003, which included the removal of 400 tons of foundry waste and debris, 200 drums of foundry waste, three underground storage tanks, five above ground storage tanks and 60 cubic yards of asbestos. Additional investigation and remediation of the site is necessary. The NYSDEC is currently planning to complete a Remedial Investigation of the property.

The property has significant development potential, particularly because of its location on the escarpment, which offers a view from the upper- to the lower portion of town. The site is also located adjacent to Union Station (Brownfield Site P), which offers opportunities for development in conjunction with redevelopment at the former train station.

Brownfield Site P:

Union Station

95 Union Street (Parcel 109.10-2-50)

The property at 95 Union Street is 0.75-acre parcel that was formerly Union Station. Several vacant properties are nearby, including the adjacent Dussault



Foundry. The eastern portion of the property is used as the parking lot for the fitness center located next door. The property is directly south and east of the Dussault property.

Union Station was built in 1888 and was designed by architect John D. Fouquet. The building operated as a train station until the 1950s. After the train station closed, a restaurant was located in the building until a fire during the 1970s. The building was listed on the National Register of Historic Places in 1977.

The property is zoned B-2 – Central Business District, is owned by Mark Davidson, and is in a mixed-use commercial/ residential area. All that

remains of the train station is the shell of a 6,324-square foot building. Despite the building's poor condition, the historic significance of the building makes remediation an option. The owner of this property is a developer from California who is planning to restore the building to its original state.

Brownfield Site Q:

**Harrison Place
160 Washburn Street
(Parcels 109.14-4-20 and 109.63-1-12)**

The Harrison Place property is the location of the former Harrison Radiator plant. Harrison Place is a 6.86-acre site that occupies most of the city block created by Locust Street,



Walnut Street, Washburn Street and South Street. The site is formerly known as Commerce Square and is located in a mixed-use commercial and residential area. Residences are located across the street from the property on the South Street side as well as on the Washburn Street side.

The property was formerly the site of a Harrison Radiator plant. Five buildings are located on site occupying a total of 483,280 square feet. Buildings 1 and 1A were used for offices and security. Buildings 2 and 3 were the primary manufacturing facilities for the plant. Building 4 was the location of the main offices and research and development. The property was used from 1914 until 1987 for the manufacturing of automobile parts. At the time of the plant closing, equipment, piping and ductwork were removed and the pits and sewers were cleaned. Asbestos was also removed from the buildings during the plant closure. The property is zoned I3-Heavy Industrial, is currently underutilized, and is owned by 210 Walnut Street, LLC.

Niagara County completed a Phase I ESA investigation at the site in 2006. Areas of potential concern that were identified included peeling lead-based paint, PCB-containing equipment/transformers, mold and

potential asbestos- containing materials. Historic subsurface petroleum storage areas are on the property, and least 13 underground tanks (USTs) were located on site. Most of the USTs were emptied and filled with concrete. Despite cleaning at the time of plant closure, the effects of 70 years of manufacturing are unknown and there may be remnant contamination on-site.

In 2007, a Reuse Study Report was prepared on behalf of the Greater Lockport Development Corporation (GLDC). The Reuse Study recommended the development of a mixed use, multiple tenant use for the property. The GLDC is currently planning to complete remedial work at the site, including the removal of the remaining USTs.

Brownfield Site R:

**NYSEG Transit Road
18 South Transit (Parcel 109.70-1-1)**

The property at 18 South Transit Road is a 0.93-acre site, which operates as an electrical substation. South Transit, Lagrange Avenue and Saxton Street border the property.

From 1851 until 1927, the site housed a gas manufacturing facility that produced coal tar as a by-product of the gas manufacturing process. The site has been inactive for more than 50 years.

The site is owned by NYS Gas and Electric (NYSEG). The site is listed as a NYSDEC State Superfund site, EPA ID 980531289 and State Code 932098. NYSEG has been investigating this site since 1983, and a remedial investigation was initiated in 2004. The primary contaminant of concern is coal tar, which contains benzene, toluene, ethylbenzene and xylene (BTEX) compounds and PAHs. Investigations have identified coal tar contaminated groundwater at the site that flows westward towards the Canal. Direct contact with contaminated soils is not likely to be an issue as the site is fenced and used as an electric substation. However, the City of Lockport's emergency water intake is less than a mile west of the site along the Canal, within the same lock section, and therefore, contaminants may pose a potential threat to the City's emergency drinking water supply. This area of the Canal is used for sport fishing, so consumption of potentially contaminated game fish is also possible. Additionally, groundwater contamination from this site is present on the 33 State Road site (Brownfield Site S), so redevelopment of that property will need to consider the groundwater impacts from the NYSEG property.

Brownfield Site S:**33 State Road (Parcel 109.17-4-3)**

The property at 33 State Road is a 2.1-acre parcel that is zoned B3-General Business. The property is situated between State Road and the Canal. The property is located in a mixed-use residential/commercial area.



Over the years, the site has been the location of a stone quarry, Ellicot's Washing Machine Works, White and Clifford's Lumber Yard, and Niagara Textile Company. A building is visible in aerial photos from 1938; however, in 1968 aerial photos the building is gone.

The City of Lockport owns this site, which has been vacant since the 1950s. The majority of the site consists of the concrete floor/foundations and remnants of building walls from the buildings that formerly occupied the property. The southern end of the site is covered with trees and shrubs.

Niagara County Completed a Phase I ESA at the site in 2006. The Phase I ESA concluded that property may have been affected by contamination at both the NYSEG Transit Road former gas plant (Brownfield Site R) and the NYSEG State Road site (Brownfield Site T).

**Brownfield Site T: . NYSEG State Road (Parcel 109.17-4-5)
73 State Road**

The property at 73 State Road is a 2.1-acre parcel. The site is located between State Road and the Canal in a mixed residential/commercial area. The site is level along State Street and then slopes steeply downward toward the Canal.

A NYSEG natural gas regulator station is located near the center of the site. The property was used from 1900 to 1911 as a tar processing facility associated with the Lockport



Transit Road Gas Plant (NYSEG Transit Road Site). This use may have resulted in contamination by coal tar and coal tar derivatives, as well as purifier waste. The site also contains historic fill materials including slag, clinkers and coal fines.

The site is owned by NYSEG. The site is enrolled in the New York State Superfund Program. The site is listed as a Class A site, which is a non-registry site in any remedial program where work is underway but not yet complete, including Manufactured Gas Plant sites or those being carried out under an EPA Cooperative Agreement. The site is listed as State Code 932109.

An Interim Remedial Measure (IRM) was conducted in 2004 during construction of the Stevens Street Bridge, located directly south of this property. The IRM removed contaminated materials found on site, including coal tar, coal tar derivatives and purifier waste. At this time, a small area of coal tar contamination was noted during excavation. During the IRM, low levels of PAHs were found on site, but they are not believed to impact the Canal. The area of the site around the NYSEG Station is fenced. The remaining portion of the site is partly grass and partly soil. This area is used to store road signs and there is a small trailer is parked on this site.

Brownfield Site U: Reid Petroleum
100 West Genesee Street
(parcels 109.69-1-17, 109.69-1-13.2)

The property at 100 West Genesee Street consists of 4.24 acres and is comprised of three parcels. The parcels are north of the Canal and run alongside the Canal from Prospect Street to West Genesee Street.

The parcels are owned by Hawley Development Corporation, Farley Riggers and Movers, Inc and Reid J Ward & Sons. The site is zoned I3-Heavy Industrial. This site was the location of Reid Petroleum Tank Services. Several petroleum spills have occurred on this property and petroleum tanks existed on site. Due to historical use of the site, there is probable petroleum contamination on this site.

3.3.2 Brownfield Sites – Industrial Focus Area

Brownfield Site V: 1 Bristol Ave (parcel 108.16-2-20)

The property at 1 Bristol Avenue is a 0.53-acre parcel located at the intersection of Bristol Avenue and Niagara Street in a mixed-use



commercial/residential area. The property is bordered on the north by railroads and on the east by residential properties.

The site was a former feed mill and oil distribution facility that operated for approximately 80 years. There are currently no structures on site. The property is zoned I3-Heavy Industrial and is owned by the City of Lockport. The site is currently in the ERP program. Two oil tanks were removed from the southern border of the property prior to 1948 and a gasoline tank was removed prior to 1969. A Phase I and II ESA of the property immediately to the south of the property identified petroleum contamination at the property line. In 2004, the City removed 750 tons of petroleum-contaminated soils from the property to the south of the site. Recent site investigations performed under the ERP identified minor

levels of petroleum contamination in the subsurface soils. An interim remedial measure will be implemented in the near future to address the contamination.

Brownfield Site W: MRS Plating, Inc
320 Park Avenue (Parcel 108.16-2-71.1)

The MRS Plating site is a 1.12-acre parcel which is located in a mixed-use residential and commercial area. The site is across Park Avenue from a rail yard. A building was



located on site but has been demolished. The property is owned by Pies Lockport Furniture and is zoned B3-General Business

MRS Plating was a Metal Finishing Company. In 1995 and in 1999, the company was found guilty of illegally discharging hazardous wastes into the Lockport sewer system. The USEPA Superfund Program is completing a cleanup of this site, however contamination may remain on adjacent properties.

Brownfield Site X: Niagara County Department of Public Works
225 South Niagara Street
(Parcels 108.16-1-51, 108.16-1-2, 108.16-1-1)

The Niagara County Department of Public Works (DPW) facility is located at 225 South Niagara Street. The site consists of three parcels and occupies a total of 10.9 acres. The property is owned by Niagara County; however the DPW is currently moving to a new location. Due to the presence of gas pumps at this location, when the DPW vacates the premises, there is the potential for the site to become a brownfield. The building contains one 37,332-square foot building and one 17,864-square foot building.

Brownfield Site Y:**Lockport Landfill****4 Railroad Street (Parcel 108.15-1-1)**

The Lockport Landfill is located on Railroad Street. The site is 17.5 acres in size and is accessible via South Niagara Street and Oakhurst Street. The site is



bordered by the Gulf Creek to the west and north, by Sutcliff Rotary Park and Railroad Street to the east and by the City Highway Garage to the south.

The property is owned by the City of Lockport. The landfill is composed of two fill areas, which are split by the north-south Somerset Railroad tracks that run through the site. The site operated as a sanitary landfill for the City of Lockport from the 1950s until 1976. The site also received industrial wastes from several area manufacturing facilities.

A State Superfund Phase II Investigation was completed in 1985 and a Remedial Investigation and Feasibility Study was completed in 1992. A Record of Decision was issued in 1992 calling for the elimination of the potential direct contact with contaminated materials and reduction of leachate generation by placing a cap over the landfill. The remedial measures were completed in 1995 and a long-term monitoring program is in place. Fencing has been strategically placed at the perimeter of the site to deter trespassing. Mowing of the cap is delayed until late summer to develop a habitat area for raptors and ground-nesting birds.

Brownfield Site Z:**Bancroft Property****400 South Niagara Street (Parcel 108.15-1-34.1)**

The Bancroft Property is located at the end of South Niagara Street. The property is 8.9 acres in size and is zoned I3-Heavy Industrial.

David Bancroft owns the property and the

site contains one structure of 2,398 square feet. The site is fenced and a handmade sign along the road indicates the site is the location of "Lockport Cylinder Gas", but it is unknown as to if the company is currently in business.

**Brownfield Site AA:****Guterl Steel****695 Ohio Street (Parcel 122.08-1-1.1)**

The property at 695 Ohio Street was part of a large steel manufacturing facility, known as Guterl Steel, which operated on 70 acres on Ohio Street. The larger facility is now divided into

three areas: the manufacturing facility currently operated by Allegheny Ludlum, the former Guterl production area currently known as the Excised Area and a former landfill located at the northwest corner of the property.



Rolling mill operations on uranium and thorium metals were performed at the site from 1948 to 1956 under federal government contracts. Nine abandoned



and deteriorating buildings occupy the Excised Area. The Excised Area is owned by Guterl Steel, is located in the eastern portion of the site and encompasses approximately 2.5 acres of the former plant, with frontage along Ohio Street. The US Army Corp of Engineers is planning an investigation of radioactive contamination at the facility under the Formerly Utilized Sites Remedial Action Program (FUSRAP).

The landfill area is currently owned by Allegheny Ludlum Corporation and was used from 1962 to 1980 to dispose of slag, baghouse flue dust, foundry sand, waste oils, greases and other plant rubbish. A Phase I ESA was completed in 1988 and a Preliminary Site Assessment was completed in 1993. Groundwater sampling indicated elevated concentrations of chromium, iron, magnesium, sodium and thallium. Soil samples indicated elevated concentrations of chromium and other metals. Groundwater flows toward the Frontier Stone Company Quarry, which discharges water into the Erie Canal, upstream of the intake for the City of Lockport's emergency water supply. Using the State Superfund program, a Remedial Investigation/Feasibility Study has been initiated for both the landfill and the Excised Area.

3.3.3 Additional Brownfield Sites

Brownfield Site BB: Lockport Cotton Batting
294 Elmwood Avenue (Parcel 109.15-1-34.11)

The property at 294 Elmwood Avenue is a 5.75-acre parcel which is currently vacant. The property is owned by Kamen Rustscheff and is the former location of the



Lockport Cotton Batting factory. The site consists mainly of an overgrown concrete slab. Residential properties surround this property, and Kibler Park is located across Elmwood Avenue from the property.

While this property is not located within either of the proposed BOA Focus Areas, new residential development is occurring in the area around the site. The property could also be subdivided and used for new residential development.

3.3.4 Underutilized Sites

The following underutilized sites have been identified within the Tourism Focus Area:

**Underutilized Site 1: Properties behind Plaslok
185-191 North Adam St, 50-58 North St
(Parcels 109.06-1-33, 109.06-1-32, 109.06-1-30,
109.06-1-31)**

The properties along North Adam Street from Frost Street to North Street consist of 2.12 acres of vacant wooded lot. These properties are directly adjacent to the two parcels which



make up the Plaslok site. Additionally, the site appears to have once been a part of the former farming operation which is located across North Adam Street from these properties and has the same owner.

The properties are owned by the Josephine Woodbridge Trust and are zoned I3-Heavy Industrial. They consist of vacant lots covered in trees, brush and grasses.

Due to their proximity to the Plaslok site and their historical use as a farm, it is possible that there may be contamination on these properties. Investigation of these sites is recommended to determine the presence or absence of contamination.

Underutilized Site 2:

Former Jubilee

34 Chestnut Street (Parcel 109.10-2-57)

The property at 34 Chestnut Street is a 5.15-acre site that is zoned B2-Central Business District. The property is bounded by Market Street, Union Street, Chestnut Street



and Charles Street. The portions of Chestnut Street and Charles Street that are adjacent to the property have been closed off.

The property is owned by Benderson Development and a large parking lot is located in front of the 64,862-square foot building on the site. The building was the location of a Jubilee Food Markets, but has been vacant since its closure in 2000. The building is currently for sale. Railroad tracks are located just north of the property, across Union Street.

Because the property is located in Downtown Lockport, the property has significant redevelopment potential. Directly south of the property is the City Library, YMCA, the Historic Post Office and new retail development. The Canal and a strip of canal-side parks are also located in the same vicinity. The parking lot in front of the building is city-owned and large enough to accommodate parking for some sort of retail development. Reuse of the structure as a grocery store would be advisable as there are currently no grocery stores located in Downtown Lockport and residents must travel into the Town of Lockport for their shopping needs.

Underutilized Site 3:

Former Grocery Store

64 Chestnut Street (Parcel 109.10-2-51)

The property at 64 Chestnut Street is a 1.44-acre site that is zoned B2-Central Business District. The property is located in Downtown Lockport in an area that has



several large vacant sites. This area is only one block over from Main Street/East Avenue and has potential for development. The site has satisfactory road access on three sides and is located close to the large municipal parking lot.

The building on this site was formerly an A & P grocery store, and prior to that the property was the site of a school. The property is currently owned by Ilene Flaum. A branch of First Niagara Bank is located directly to the south of the property, across Chestnut Street. At one time, First Niagara Bank planned to remodel the structure and use it for their main offices; however the bank has since decided not to utilize the building. The bank currently leases the property for the use of the parking lot.

Underutilized Site 4:

HP Construction

60 Chestnut Street (Parcel 109.10-2-56)

The property at 60 Chestnut Street is a 0.31-acre parcel zoned B2-Central Business District.

The property is currently owned by Douglas C Hammond and consists of an 8,000-square foot, three-story office building. The sign on the door reads "HP Construction"; however, the building appears to be vacant. The building is across the street from First Niagara Bank, and is situated between two other vacant properties (Underutilized Sites 2 and 3).



Because this area is located close to Downtown Lockport, it has significant redevelopment potential as an office building.

Underutilized Site 5:

Next to Harrison Place

69 Locust Street (Parcel 109.63-1-16)

The property at 69 Locust Street consists of a 0.05-acre parcel that is currently vacant. A two-story brick, 4,560-square foot building exists on the site. The property is



owned by Burton Lenhart and is zoned B2-Central Business District. The property is next to an active dry cleaner and Gould's Christmas in the City shop. The property is on the same block as Harrison Place and

will benefit from the implementation of a reuse plan for the Harrison Place buildings. The building would be a good location for a small retail business on the ground floor with offices on the second floor.

**Underutilized Site 6: Former Tile and Carpet
39 Locust Street (Parcel 109.63-1-9)**

The property at 39 Locust Street is a 0.34-acre parcel which contains a 15,368 square-foot building. The property is owned by Paul Gambino and is located at the corner of Locust Street and



Walnut Street. The property is on the same block as Harrison Place and is currently vacant. The property will likely benefit from the implementation of a reuse plan for the Harrison Place buildings. The property would be a good location for a retail store to locate.

**Underutilized Site 7: Former Niagara Sports
174 Walnut Street (Parcel 109.63-1-10)**

The former Niagara Sports is a 0.03-acre property that is the location of a 1,232 square foot building. The building was formerly a sporting goods store and is currently owned by Gormans

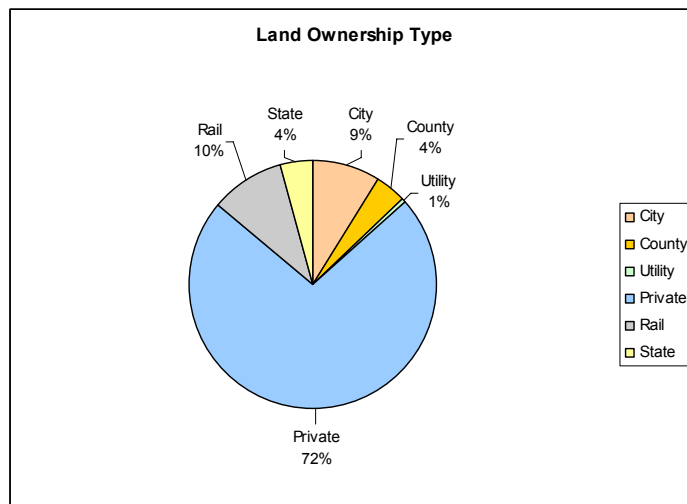


Niagara Sporting Goods Inc. The property is on the same block as Harrison Place and is currently vacant. The property will likely benefit

from the implementation of a reuse plan for the Harrison Place buildings. The building would be a good location for a small, specialty shop.

3.4 Land Ownership

The Land Ownership Map (Figure 11) depicts the existing land ownership patterns for both the Tourism and the Industrial Focus Area. As shown on this map, ownership within the BOA is mostly private. An analysis of land ownership patterns revealed that private land occupies approximately 58 percent of the proposed BOA. Approximately 23 percent of the Tourism Focus Area is publicly owned. Public ownership is evenly split between New York State, Niagara County and the City of Lockport. This demonstrates the need for the development of public and private partnerships to advance redevelopment within the proposed BOA. The following figure shows the percents for each ownership type within the BOA.



Ten percent of the properties within the Tourism Focus Area are owned by two railroad companies, Falls Road Railroad and Somerset Railroad. Utility-related land ownership includes three properties owned by the New York State Electric & Gas Corporation (NYSEG): a 0.43-acre substation near the northernmost part of Mill Street, a 0.92-acre substation on the corner of South Transit Street and Lagrange Street, and a 2.1-acre property on State Street near the Prospect Street Bridge. The last two properties are listed NYS Superfund Sites.

Public ownership of land within the Tourism Focus Area makes up approximately 17 percent of the total area, with 9 percent owned by the City of Lockport, 4 percent owned by New York State and 4 percent owned by Niagara County. Included in the City of Lockport percentage is the Harrison Place facility, which is owned by a quasi-public agency, the Greater Lockport Development Corporation (GLDC).

Publicly owned brownfields within both the Tourism and Industrial Focus Areas include:

- Upson Park
- Flintkote
- Harrison Place (owned by quasi-governmental GLDC)
- 33 State Road
- Lockport Landfill
- NC DPW
- Bristol Ave

3.5 Natural Resources

Three primary waterways flow through the City of Lockport: the Erie Barge Canal, Eighteen Mile Creek, and Gulf Creek. Both Eighteen Mile Creek and the Canal run through the Tourism Focus Area. Gulf Creek runs directly north of the Industrial Focus Area. These waterways can be seen on Natural Resource Map 1 – Surface Water (Figure 13). The Erie Canal runs through the center of the City of Lockport from northeast to southwest. To the north of the Tourism Focus Area are both NYSDEC designated and federally designated wetlands. Additionally, the Canal is a federally designated wetland. Portions of the Tourism Focus Area are within the 100-year floodplain of Eighteen Mile Creek.

A significant feature of the BOA area is the Niagara Escarpment. In Lockport, the escarpment creates several steep cliffs, which offer picturesque views. Additionally, the 60-foot change in elevation caused by the escarpment is the reason for the creation of the locks for which the City of Lockport gets its name. The change in elevation caused by the escarpment can be seen on Natural Resources Map 2 – Elevation (Figure 13).

4.0 **PRELIMINARY REUSE AND DEVELOPMENT OPPORTUNITY ANALYSIS**

4.1 Tourism in Lockport – Current Conditions

The City of Lockport has many places of interest from a tourism perspective. These places include museums, parks, and historic buildings. These points of interest are shown on the Points of Interest Map (Figure 14) and include the following:

- Niagara County Historical Society Museum
- Colonel William Bond House
- Tiffany Window tour at First Presbyterian Church
- Erie Canal Discovery Center
- Industrial ruins in several locations along the canal and Eighteen Mile Creek
- Lockport Cave and Underground Boat Ride
- Flight of Five Locks
- The Carveth Estate
- Lockport Locks and Erie Canal Cruises

- Union Station
- Historic Post Office
- Historic Palace Theatre
- New York State Erie Canal Museum at Locks 34&35
- Many historic buildings
- Many parks, including several contiguous canalside parks

4.2 Recommendations for Future Development

Based on preliminary analysis of the Tourism Focus Area, the following recommendations have been made. These recommendations are identified on the Actions for Revitalization Map (Figure 15) and the Reuse Plan (Figure 16).

- Redevelopment planning should be consistent with The Erie Canalway National Heritage Corridor *Preservation and Management Plan*. The plan calls for the redevelopment of the Old City Hall Block in Downtown Lockport. This area contains the Electric Building and Old City Hall. These two historic buildings were discussed in Section 3.1. The plan discusses the Electric Building's landing enclosure and utilization as a community space and viewing terrace. The plan also suggests reuse of Old City Hall as a restaurant, and the sheathing of a new historic façade on the municipal parking garage, which is located at the corner of Main Street and Pine Street. These two buildings should be enhanced and reused in a way that creates active uses on the ground floors to create pedestrian activity in this area. The Electric Building may need stabilization as the structure is old and has been vacant for some time. Access from Main Street to the Electric Building should be enhanced, and access should also be created to allow access to the Canal from the lower levels of the Electric Building. The municipal parking garage has fallen into disrepair and should be demolished. A parking garage to replace the old structure could be built one block over from Main Street, on the corner of Chestnut Street and Washburn Street. This would allow for parking, but not take up valuable space along Main Street.



- The redevelopment planning should also incorporate elements of the *210 Walnut Street Reuse Study Report* completed in March of 2007 on behalf of the Greater Lockport Development Corporation. The 210 Walnut Street property is the Harrison Place site.



The Reuse Study recommends a multi-tenant, mixed-use reuse of the Harrison Place buildings. Suggested reuses include municipal uses such as county or city offices, educational uses for Lockport City Schools or Niagara County Community College (NCCC), commercial offices such as for banks or telecommunications, meetings/conference space, and/or loft apartments. The reuse of the Harrison Place buildings will help this area of the Downtown experience some revitalization and other vacant properties near Harrison Place would become more desirable for new developments.

- The reuse of the vacant commercial buildings should be considered. For example, the reuse of the Former Jubilee offers significant potential for redevelopment as a grocery store, as there are currently no grocery stores within the City of Lockport and residents of the City of Lockport must travel into the Town of Lockport for much of their shopping needs.



- Discussions should be held between the owner of the Union Station property and the City of Lockport to facilitate the redevelopment of this historic structure. The developer's vision for the station includes restoring the station to its original state. The plan is to



include a restaurant and a depot area for the Medina Railroad to allow passenger rail travel. The railroad currently stops at a rail yard outside of Downtown Lockport, at a place where passengers seldom get off the train. The redevelopment of the former Dussault site, in conjunction with the restoration of Union Station, could create a pleasant destination for a railroad stop. Lockport would then be directly accessible by three of the four major modes of transportation: road, rail and boat.

- Redevelopment planning should be consistent with the Niagara Region Brownfields Coalition *Revisioning Brownfields: A Regional Strategic Planning Approach*. This plan sets forth a



regional approach for the redevelopment of properties throughout the Niagara Region. The City of Lockport was one of the communities included within the plan, and two brownfield sites were targeted for redevelopment potential. These two sites are both located within the Tourism Focus Area:

- White Transportation – This 2.6-acre site is along the Canal and includes ruins from historical structures. The plan proposes a recreational and cultural facility be developed on this property. The plan includes a covered pavilion, a large public green, and a community performance space or bandshell adjacent to the Canal.
- Dussault – This 5.6-acre property is located on the Niagara Escarpment and offers a view of the Erie Canal. The site is adjacent to the former Union Station. The plan proposes the redevelopment of this site as a

mixed-use facility with several buildings with retail and office space on ground floors and loft-style apartments on upper floors.

The reuse of these two sites could be connected by placing a walking path down the escarpment from the Dussault site to the Market Street Art Center. The Market Street Art Center is an emerging art center and contains several galleries and artist studios. Across the street from the Art Center, a pedestrian bridge would allow access from Market Street to Upson Park and the new festival area. Expanding on regional festivals, such as the Molson Canal Concert Series, which will be located in Lockport starting in summer 2008, will expand Lockport's status as a destination for tourism, similar to how the Shaw Festival expanded Niagara-On-The-Lake's tourism base.

- Investigation of contamination in Eighteen Mile Creek should be continued, particularly at Upson Park because the public uses this park. Improvements can be made to the Canalway Trail near Upson Park, as the trail currently passes a NYSDOT facility, which detracts from the beauty of the Creek, the Canal and the park itself. Interpretive signage could be placed on sites on the north side of the Canal, similar to the "Riley's Way" Canal Walking Tour on the southern side of the Canal, to give a better understanding of the history of Holly Manufacturing and the Hydraulic Tunnel and the Lockport Industrial Historic District in general.

- Upson Park could be expanded to include more of the ruins. The large historic building, which is currently Kohl's Cycle Sales, could be used as a lodge or hotel, overlooking the park and the Canal. The building was built in the 1880s as part of the Holly Manufacturing Complex. Rehabilitation of this



building could be completed as a historic preservation project. The NYSDOT Canal Corporation facility should be relocated or condensed. The facility is large and not aesthetically pleasing. Also, the facility interrupts the path of the NYS Canal Trail, creating a path which follows along an unattractive large parking area rather than the Canal. The Canal Corporation has indicated that they would be willing to relocate, in which case Upson Park could be expanded to connect to the Festival Space created at the White Transportation Site and the Canal Trail could be returned to its position along the Canal.

- Residents of Lockport have indicated their desire for more family-friendly destinations within the City. In particular, there is a desire for a hockey rink. One possible location for this hockey rink would be at the site of the



Former Jubilee. Another possible location for this rink would be at the former Plaslok Site on Mill Street. Much of the block upon which Plaslok is located is vacant and allows space for a hockey arena. The Plaslok Site, if not used for the hockey rink would be suitable for development of some other family-oriented destination.

- After cleanup of the Flintkote Site, a portion of the site could be utilized as parking for the arena built on the Plaslok site. The remainder of the Flintkote site, in particular the portion along Eighteen Mile Creek, could be made into a park. An Eighteen Mile Creek/Escarpment Trail could be developed running along Eighteen Mile Creek, close to where Water Street currently is located. The Trail could connect several parks and lead to the Gulf Wilderness Park, located in the northwest corner of the City. Gulf Wilderness Park is the only nature preserve located on the Niagara Escarpment.
- Further investigations and cleanups should be completed for the sites for which more information is required. Following investigations and/or remedial cleanups, suitable reuse or redevelopment plans can be developed. The Norton Labs site at the northern end of Mill Street has potential to be redeveloped. It is recommended that future reuse be some sort of industrial business as this site is located across the street from several active industrial businesses. The large building on this site could be utilized by several businesses, possibly as an incubator site. In addition, the property is large and much of the site is vacant, allowing for future expansion.
- The Big Bridge, located where Main Street crosses the Canal could be better utilized as a town square. Traffic would still flow across the bridge with a plaza in the middle. The plaza can house a statue and would offer views of the Canal from both ends of the bridge, which at the time of construction was the widest bridge in the world. This plaza could include a kiosk for tourism information, including maps and brochures.

- The Flight of Five Task Force should continue to work to restore the historic Flight of Five locks. The group has received \$3.25 million in state and federal money to restore the historic locks to working order. Once completed, this will be the only place along the canal where historic manual locks operate alongside modern electrical locks. Additionally, the group has expressed an interest in placing a marina along the Canal near State Street. This area is where the 33 State Road site and the Reid Petroleum site are located. The Canal is wider at this point and a marina would allow boats a place to dock that is above the locks. These two projects should both be completed, which will increase Lockport's tourism potential.



5.0 SUMMARY

The resources provided by the New York State Department of State and New York State Department of Environmental Conservation Brownfield Opportunity Area (BOA) program have enabled the City of Lockport to utilize the community participation and visioning process to identify and describe a manageable study area and begin planning for the successful revitalization of the study area. The City of Lockport created a city-wide inventory of brownfield, vacant and underutilized sites, and then decided to focus on two main concentrations of brownfields: the Tourism Focus Area and the Industrial Focus Area. Both areas have excellent potential as designated Brownfield Opportunity Areas. The remainder of this study focuses solely on opportunities for remediation and reuse within the Tourism Focus Area. By focusing on this portion of the City, Lockport can examine specific challenges and plan for the revitalization of the areas surrounding Downtown Lockport. While the redevelopment of this area may be complicated, it is possible through successful remediation of the environmental challenges and proper planning for its reuse. The City anticipates applying for additional BOA funds for the Industrial Focus Area.

The initial success of the Pre-Nomination Study has been built upon public outreach and visioning. The City of Lockport should continue to build upon existing relationships with community-based organizations, regional entities, private interests, other stakeholders and the community-at-large in an effort to overcome the challenges that continue to stigmatize the blighted areas of the City.

The following recommendations are intended to facilitate the City of Lockport's efforts to promote sustainable economic development and to encourage redevelopment of environmentally challenged properties throughout the BOA:

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- The City of Lockport should continue to utilize the public participation and visioning process. This will allow the public to continue to provide input for the duration of the BOA program and assures that the project team understands and provides for the public's needs and vision for the BOA focus area. A vision for the entire City will likely evolve as new opportunities for development become realities.
 - Environmental assessments should be undertaken for strategic purposes within the City of Lockport. This effort will confirm or deny the presence of environmental challenges to redevelopment as well as add value to those properties. Many of the vacant and underutilized sites discussed in this Pre-Nomination Study are located within or close to Downtown Lockport and efforts to redevelop these properties will be significant to revitalizing the City.
 - The City should progress with the cleanup of targeted brownfield sites within the proposed BOA, such as Harrison Place. This effort will allow for creation of more shovel ready land within the city limits and open these properties for reuse and redevelopment.
 - Market analysis and appraisals should be undertaken for strategic properties within the BOA. These sites can be marketed to new businesses. This action will identify specific development opportunities, add value to those properties and act as an incentive for developers. This work can be completed under a Step 2 BOA Grant.
 - The City should continue to develop relationships with private developers as well as promote a business-friendly environment that will encourage investment and development in the community.
 - The City should continue its efforts to build positive relationships with existing businesses in an effort to retain those businesses and meet their expansion needs.

As the City continues to advance through Nomination and Strategic Planning/Site Assessment phases of the BOA Program, it will be increasingly important for the City to continue to develop the capacity of the Steering Committee, local government officials and staff and its "Brownfields Team" to facilitate future brownfields and BOA activities. These activities include, but are not limited to regular meetings to discuss project progress, sharing of knowledge and ideas, and participation in national brownfields organizations and events.

Upon acceptance of this Pre-Nomination Study, the City of Lockport should submit an application for project advancement to complete a Step 2 Nomination in the Brownfields Opportunity Area Program. This will allow the City to continue and expand upon the planning activities completed under Step 1 of the BOA program. The City of Lockport should apply for two Step 2 studies, one for the Tourism Focus Area and one for the Industrial Focus Area. The Nomination Phase of the BOA program will provide more in-depth description and analysis of the Focus Areas and allow for the advancement of redevelopment of strategic sites to revitalize the areas.

6.0 REFERENCES

- City of Lockport *Comprehensive Plan*-May 1998
- Eighteen Mile Creek Corridor *Remedial Investigation Report* - Sept 2006
- Niagara Region Brownfields Coalition *Revisioning Brownfields: A Regional Strategic Planning Approach* –August 2007
- New York State Canal Corporation *Canal Recreationway Plan* – Aug 1995
- Erie Canalway National Heritage Corridor *Preservation and Management Plan* – Oct 2006
- Phase I ESA reports for Plaslok, White Transportation, Flintkote, Dussault, Commerce Square, 33 State Road
- Erie and Niagara Counties *Framework for Regional Growth* –Oct 2006
- Greater Lockport Development Corporation *210 Walnut Street Reuse Study Report* – March 2007

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