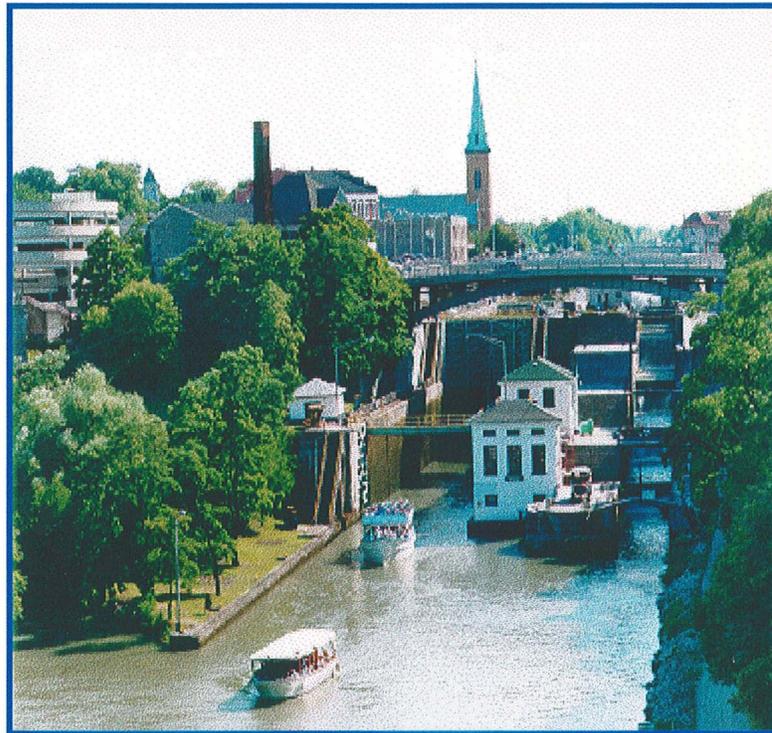


CITY OF LOCKPORT

COMPREHENSIVE PLAN



Prepared for:
CITY OF LOCKPORT
Niagara County, New York

Prepared by:
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May 1998

CITY OF LOCKPORT COMPREHENSIVE PLAN

CITY OF LOCKPORT COMMON COUNCIL

1997

Kenneth D. Swan, Mayor
Charles J. Montedoro, 1st Ward
Phyllis J. Green, 2nd Ward
John T. Pitrello, 3rd Ward
Jacob S. Michaels, 4th Ward
Brian J. Keleher, 5th Ward
Cyd L. Bennett, 6th Ward
Michael W. Tucker, 7th Ward
Gregory M. Wik, 8th Ward

1998

Kenneth D. Swan, Mayor
Emma Cavalieri, 1st Ward
Sean M. Smith, 2nd Ward
Constance M. Beccue, 3rd Ward
Jacob S. Michaels, 4th Ward
Brian J. Keleher, 5th Ward
Mark J. Dudkowski, 6th Ward
Michael W. Tucker, 7th Ward
Gregory M. Wik, 8th Ward

COMPREHENSIVE PLAN COMMITTEE

Kenneth D. Swan, Mayor
William J. Evert, Director of Community Development, Co-Chairman
Charlene Seekins-Smith, Co Chairman
James McCann, Director of Building Inspection
David Koplak, Deputy Corporation Counsel
Gregory Wik, Alderman
Joseph Kibler, Chairman, Zoning Board of Appeals
Allan Rutter, Director of Engineering
Crista Caldwell, Community Volunteer
John Lombardi, Jr., Zoning Board of Appeals
John T. Pitrello, Alderman
John R. Reid III, Community Volunteer
Kathleen Crissy, Community Volunteer
William Kevin Foltz, Planning & Zoning Board
Ellen Schratz, Community Volunteer
Mike George, Community Volunteer
John Hall, Planning & Zoning Board
Brian Bower, Planning & Zoning Board
Craig Hugill, Planning & Zoning Board
Marvin Pascoe, Planning & Zoning Board
Robert Wallace, Planning & Zoning Board
Mathew P. Pynn, Attorney at Law

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Cover photo: The Lockport Flight of Locks, courtesy of Angel Art, Getzville, NY

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CITY OF LOCKPORT COMPREHENSIVE PLAN

INTRODUCTION

The preparation of this Comprehensive Plan was guided by the Comprehensive Plan Committee appointed by Mayor Kenneth D. Swan and Co-Chaired by William J. Evert and Charlene Seekins-Smith. The planning process included extensive field investigation in the City, review of previous reports and studies, and discussions with City staff and others knowledgeable about City issues. In that regard, a series of eight focus group sessions were held in June, 1997. A total of over 80 people representing groups and agencies active in various aspects of life in Lockport discussed both existing conditions in their area of concern and also goals and suggestions for the future of the City. Groups included:

1. City of Lockport Common Council
2. City of Lockport Department Heads
3. Retailers
4. Neighborhood Groups and Churches
5. Public Agencies
6. Recreation and the Arts
7. Downtown Property Owners
8. Tourism and Historic Preservation

The Comprehensive Plan seeks to build on the City's assets, including the fact that it is the largest urban center serving the growing northwest suburbs of Buffalo as well as most of Niagara County. Other important assets include the City's attractive neighborhoods and well-priced housing, its many parks, its dramatic location on the Niagara Escarpment, its new commercial and office areas, and its status as one of the most important and historic places on the Erie Canal.

The Plan proposes a series of policies for future development, including land use, the environment, transportation, infrastructure, and economic development. Because of their importance to the City's economy and quality of life, particular attention has been given to plans for the central business district, canal tourism, and parks and recreation.

Twenty-nine projects are proposed for implementation in the coming ten-plus years. These include comprehensive revision of the City's zoning ordinance, development of a number of vacant parcels, park, open space, transportation and infrastructure improvements, economic development initiatives, and design and development projects for improvements in the central business district and Erie Canal areas.

CITY OF LOCKPORT COMPREHENSIVE PLAN

CITY OF LOCKPORT COMPREHENSIVE PLAN

I. EXISTING CONDITIONS

A. HISTORY

The City of Lockport is located approximately 22 miles northeast of Buffalo and 17 miles east of Niagara Falls. It is the only major city in the central and/or eastern portions of Niagara County and serves as the county seat.

The history of Lockport is integrally tied to the Erie Canal, canal shipping, and industry spawned by waterpower. Lockport derives its name from a unique series of Erie Canal locks located in the City's center, constructed to carry the canal over the Niagara Escarpment. The steep slope of the Escarpment is an additional distinctive feature of the City, dividing it into two parts and providing extraordinary views to the north from several locations.

Lockport historians indicate that the idea of creating an inland canal connecting Lake Erie and the Atlantic Ocean first was promoted by Lockport resident Jesse Hawley. New York State Governor DeWitt Clinton was impressed by the idea and lobbied Congress for funding. When Canal construction began in the vicinity of Lockport in 1821, laborers and merchants flocked to the area. The City became the seat of Niagara County government in 1822.

A series of railroad lines were constructed through Lockport following development of the Canal. Plentiful hydraulic power and accessible transportation made the City an attractive location for lumber, cotton, flour and paper mills. Other industries in turn were attracted to the growing community. Development grew outward from the City's historic Lowertown district. The City spawned many enterprising industrialists, inventors and entrepreneurs, and a number of inventions and products manufactured in the area have changed the way of life in America.

In recent years the City of Lockport has experienced significant industrial downsizing, although it remains an important manufacturing center by virtue of the world headquarters of Dephi Harrison Thermal Systems, a Division of General Motors Corporation and the largest industrial employer in Western New York. Lost manufacturing jobs have been replaced by jobs in the retail and service sector, many due to the new role of the Lockport area as one of the fastest growing areas of the Niagara Frontier. The City continues to be a well-structured community, with a small-town quality of life and considerable pride in its rich historic and cultural heritage.

B. LAND USE - *See the Existing Land Use Map, Exhibit IV.*

Residential Areas

The City of Lockport's residential areas are among its greatest assets. The characteristic Lockport neighborhood has pleasant tree-lined streets in a traditional grid pattern, sidewalks, and well-kept single family houses. Housing is generally woodframe or brick and of a traditional architectural design. Houses are closely spaced and have a minimum setback from the street. Entrances generally face the street, and front porches, porticos and balconies provide a great deal of variety and visual interest along the streetfront. These characteristics combine to create pleasant pedestrian-oriented neighborhoods with a strong small town character.

CITY OF LOCKPORT COMPREHENSIVE PLAN

The Erie Canal, Eighteen Mile Creek and the Niagara Escarpment divide the City into three general residential areas - north, west and southeast, as further described below.

The northern area of the City, below the Niagara Escarpment, has two distinct neighborhoods. The area along the northern City line is characterized by low-density residential development, interspersed with some vacant land. Much of the housing has been built in the past 35 years, changing the character of the area from rural to exurban or suburban. Immediately north of the Canal is the "Lowertown" area, the location of some of the City's oldest development. The residential area in Lowertown is primarily medium-density in character.

West of the Canal and Eighteen Mile Creek, residential areas are of medium density, with primarily older single family homes, although there have been a significant number of conversions to multi-family use. There has been little residential construction in the western section in the last 30 years, with the exception of some recently built duplexes.

Southeast of the Canal is the City's largest residential area, incorporating several different types of neighborhoods. In the central business district are located two high rise residential towers. Immediately south of the central business district, a significant number of older single-family structures have been converted to multi-family use, and the area has been identified as a target area for the City's federally funded housing assistance program. In the south-central section of the City, in the Locust and Pine Street area, are located some very large, grand old homes. In the Davison Road area, at the east-central edge of the City, is located the City's most recent housing construction, including single-family housing and several garden apartment complexes.

Commercial Districts

Central Business District

The Central Business District (CBD) has the City's largest and oldest concentration of commercial activity, including offices, banking and finance, institutions, personal and commercial service businesses, retail shops, and a supermarket. Much of the traditional fabric of the CBD was cleared in the urban renewal era of the 1960's and replaced by strip commercial plazas and modern low-rise buildings, including the City's Municipal Building.

Historically, Main Street and the CBD were comprised of continuous building facades of three to four stories built up to the sidewalk. Where these buildings remain, they bring a strong architectural definition to the street edge, and create a sense of security and visual interest for the pedestrian. Street level windows, signage, and numerous building entries contribute to an interesting pedestrian environment. The urban edge breaks down in areas where buildings have been lost, resulting in "missing teeth" in the streetfront facades. These areas result in an interruption in the visual continuity of the street edge, and are less comfortable for the pedestrian.

The CBD's contemporary structures tend to have a greater building set-back, fewer windows and less articulation of the building facade. The Municipal Building, on the Big Bridge, is an example. At the center of the City, and of considerable ceremonial and historic interest, this area is poorly defined, and it is difficult to discern that the bridge crosses the Erie Canal.

The recent rehabilitation of the Old Post Office and the nearby Public Library has resulted in the emergence of a commercial/civic center in the block bounded by Chestnut, Washburn, Elm, and Main Streets. The large parking lot in front of the Jubilee Grocery Store services the area. There are no

CITY OF LOCKPORT COMPREHENSIVE PLAN

pedestrian amenities or landscaping in the lot, however, and circulation in this heavily used area is poorly defined.

As is the case throughout the City, large street trees are an important asset in the CBD. Additional color and warmth are added in the summer months through the City's program of maintaining hanging flower baskets.

Commercial Areas outside the CBD

With the significant exception of one office park, the City's commercial areas outside the CBD are generally highway commercial in nature. Highway commercial areas are characterized by parking lots along the street edge, multiple curb cuts, deep building set-backs and few street trees. Highway commercial development in the City generally alternates with blocks of traditional residential development. The City's commercial areas include:

- South Transit Street, approximately between Willow Street and Bridlewood Drive - a strip of commercial uses, including retail shops, a motel and an automobile service station, as well as several single-family houses converted to commercial use.
- Davison Road, central section - a highway commercial strip approximately one City block long, with a mixture of offices and retail shops.
- Davison Road, at the southeast corner of the City - a significant concentration of highway commercial businesses, retail shops, and offices. This area also includes the City's newly developed professional office park, developed with attractive single user buildings, significant landscaping and street trees.

Mixed Use Areas

In some areas of the City, residential and commercial uses are so combined that there is no predominant use. These areas are designated on the map as mixed use, and include:

- South Transit Street at the City's southern boundary - a mixed use district including several occupied residences, a number of houses converted to offices and retail shops, the office complex for the *Lockport Union Sun and Journal*, and two motels operated by national chains. A bulk foods supermarket has recently been constructed at the City line on the west side of South Transit. Directly south of this area in the Town of Lockport is an extensive highway commercial / shopping mall area.
- The areas east and west of the CBD, particularly along East and West Avenues - mixed use areas encompassing a variety of offices, retail shops, and roadside commercial businesses, including service stations, and along West Avenue, industrial businesses. In these areas, many larger single-family houses have been converted to business use. The East Avenue area is immediately contiguous with the CBD, creating a transitional area between it and residential neighborhoods.
- Along State Road, in the southwestern area of the City - a mixed use area forming the transition between the residential neighborhood to the north and agricultural fields to the south. This area includes automobile service stations, retail shops and residential houses.

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- Lincoln Avenue, at the southeast corner of the City - several nursing homes and a church.

Industrial Land

Lockport has the large industrial areas characteristic of an older industrial city. These are primarily located in the western part of the City, with smaller industrial areas north of the CBD and north of Eighteen Mile Creek.

The largest and most active operations are in the western section of the City, including Delphi Harrison Thermal Systems, manufacturers of automobile radiators and thermal systems. Also in the western section are a rock quarry, wood processing plant, and metal fabrication business. The industrial base of the City has declined during the last 30 years, resulting in a number of vacant and abandoned buildings as well as others which are not used to their full capacity. Abandonment is particularly evident along Mill Street and the western edge of the Erie Canal. The former Harrison Radiator building on Walnut Street, between Locust and Washburn Streets, at the southeast edge of the CBD, has been readapted for use as a "small business incubator."

Institutional/Public Land

The Lockport Municipal Building is located in the center of the City, along the northwestern edge of the "Big Bridge" over the Erie Canal, where six city streets converge. The Municipal Building is of relatively recent construction and adequately accommodates the City's municipal government needs. The Niagara County Courthouse and other county office buildings are located at the western edge of downtown.

Lockport Memorial Hospital is located in a residential neighborhood in the eastern portion of the City. It serves an area considerably larger than the City, and is currently undergoing expansion.

The Lockport School District serves the entire City of Lockport and portions of the Town of Lockport. Facilities include: eight elementary schools, two middle schools, and one senior high school. Total current enrollment is approximately 6,000 students.

The Lockport Public Library is located within the CBD and recently was renovated to include a new structure. Other public/institutional buildings include a recently constructed Post Office, the YMCA and the YWCA. The Kenan Center, which includes an art gallery, performing arts center, studio space, and recreation and sports facilities, is located in a residential neighborhood in the southern portion of the City.

A recently constructed Wastewater Treatment Plant and recycling facility is located in the northwest corner of the City. The City's Water Filtration Plant is located at the southern end of the City (see Infrastructure, below, for detail).

Vacant and Agricultural Land

There is one active agricultural operation in the City, located in the southwestern corner. The farm is a family operation, and includes an apple orchard and corn and grain fields. Some land in the northern part of the City appears to previously have been agricultural. Small lots in this area are still used for growing corn and vegetables, but they do not appear to be part of farming enterprises.

There are a number of parcels of vacant land of significant size in the City of Lockport. They occur primarily in the outskirts of the City and in industrial areas that have seen a recent decrease in activity.

CITY OF LOCKPORT COMPREHENSIVE PLAN

Vacant and agricultural parcels are indicated on the map entitled Areas of Vacant and Agricultural Land, as well as on the Existing Land Use Map (see Exhibit IV). They are further described in Table 1, Exhibit I, *Vacant and Agricultural Land*.

C. ZONING

The City of Lockport Zoning Ordinance divides the City into the following districts:

R-1	Single-Family Residential
R-2	Two-Family Residential
R-3	Multi-Family Residential
B-1	Neighborhood Business
B-2	Central Business
B-3	General Business
B-4	Office Business
B-5	Business (Added 3-2-88)
I-1	Light Industrial – Research
I-2	Light Industrial
I-3	Heavy Industrial
RA	Reserve Area

As further detailed in a memo from Nutter Associates to the Comprehensive Plan Committee on September 23, 1997, there are a number of areas in the City where zoning does not correspond with existing land use. General issues include:

1. Residential areas zoned industrial - particularly in the western and northern areas of the City, there are a number of areas where the industry expected in an earlier more industrial age did not develop and housing took its place.
2. Central Business District - Several areas now zoned in various residential and business categories are actually part of the CBD, while at the eastern edge of the CBD an area is zoned B-2, but in use is actually residential and mixed.
3. South Transit Street - Transit Street has evolved over time from a primarily residential street to a major thoroughfare carrying significant amounts of traffic in and out of the City. This has created pressures for change to more intense and business-related land uses which have not been reflected in the zoning.
4. Davison Road - Like South Transit Street, Davison Road has evolved from a primarily residential street to one which has significant commercial sections.
5. Mixed Land Use - As discussed in the Land Use section above, the City has several areas where no one land use predominates. These areas are zoned in various ways which attempt to reflect their character, but which often have resulted in a situation which can only be described as spot zoning.

The lack of correspondence between existing land use and zoning in the City of Lockport is extreme. Over time this can increase conflicts between land uses, encourage inappropriate development, and make it harder for desired development to be retained. It will also make it more difficult to implement the City's Comprehensive Plan.

CITY OF LOCKPORT COMPREHENSIVE PLAN

D. POPULATION AND ECONOMY

Historically, the economy of Lockport was based on Erie Canal shipping, manufacturing utilizing the area's abundant waterpower, and processing of agricultural products from a rural hinterland. Today, the City functions as the center of a rapidly suburbanizing area. Growth is moving outward in a northeasterly direction from the City of Buffalo, and the Lockport area is benefiting from that growth, both in terms of population and commercial opportunity.

The City of Lockport is completely surrounded by the Town of Lockport. The two municipalities are located directly north of the Erie County towns of Amherst, Lancaster and Clarence, which together comprise the fastest growing and highest income area in the Buffalo region. Connecting this area to Lockport are several major arteries, Transit Road (Rt. 78), Millersport Highway (Rt. 263) and Campbell/Lockport Junction Rd. (Rt. 270). Transit Road also links Lockport directly with the business areas surrounding the Buffalo airport. Growing suburban employment opportunities have created increasing demand for the attractive and lower cost housing available in the Lockport area.

Population

1990 population statistics are from the US Census. Population estimates and projections are from Urban Decisions Systems (UDS) and Claritas.

The City of Lockport's population at the 1990 Census was 24,426, and 1996 population is estimated by UDS at 24,588. The City's population has remained relatively stable at about 25,000 for over fifty years, as is shown in the Census statistics below:

City of Lockport Population	1940	24,379
	1950	25,133
	1960	26,443
	1970	25,399
	1980	24,844
	1990	24,426

UDS projections show a continuation of this trend, with population projected at 24,509 for 2001. This degree of population stability is unusual among upstate cities, most of which have lost population since 1960. The City of Niagara Falls, for example, lost 40 percent of its population between 1960 and 1990; the City of Buffalo lost 44 percent.

In 1996 there were an estimated 10,167 households in the City. As it has all over the US, household size in the City is declining, due to a lower birth rate, higher divorce rate, and increased numbers of senior citizens and young people living alone. The City's average household size is currently 2.4 persons. This is smaller than the Town of Lockport, currently 2.68, in part because the City has a higher percentage of senior citizens and fewer young families. The City's population over 65 comprises 16.6% of the total, as compared with the Town, where the population is only 11.7% over 65.

Median household income in the City in 1997 is estimated by Claritas at \$30,537, considerably less than the Town of Lockport (\$42,984) or the Erie/Niagara County Region (\$35,374). The City has a relatively high poverty rate: in 1990, 14.5% of the population was considered below the poverty level, as compared to 7.6% in the Town of Lockport.

CITY OF LOCKPORT COMPREHENSIVE PLAN

City residents (1990) are more likely to have blue collar (52.5%) than white collar (47.5%) occupations. A large percentage (21.0%) work in manufacturing, almost twice the proportion of manufacturing workers in the Erie/Niagara Region (11.9%).

A relatively high percentage of City residents do not have a high school diploma - 26.5%, as compared to 23.7% in the Erie/Niagara region and 19.1% in the Town of Lockport.

Employment

Employment in the Lockport area is dominated by Delphi Harrison Thermal Systems, formerly the Harrison Division of General Motors Corporation, which has its world headquarters in the City. Delphi Harrison is the largest employer in Western New York, although it has downsized from a 1979 workforce of 8,800 to an estimated 6,450 today.

As is true in communities all over the northeast, Lockport has lost a number of manufacturing firms in the past 10-20 years. An estimated 1,300 jobs were lost as a result of the closure of Guterl Steel, Norton Laboratories, Flintkote, Western Block, Upson Company, Ferree Plastics and others. These jobs have gradually been replaced, however, by retail and service jobs newly available in the area. For the past 10 years, unemployment in the City of Lockport has remained at a moderate 6-8%, and has generally been within a percentage point of the NYS unemployment rate. Unemployment in the City in April, 1997 was 6.1%.

The five largest employers in the City of Lockport as of June, 1997 are:

<u>Employer</u>	<u>Business</u>	<u>Employees</u>
Dephi Harrison Thermal Systems	Manufacturer, Auto Parts	6,450
Lockport School District	Public Education	620
Lockport Memorial Hospital	Medical Services	565
Sherwood Div. Of Harsco	Manufacturer, Valves/Fittings	430
Corson Manufacturing	Manufacturer	240

Source: City of Lockport

In 1990, 10,296 City residents over 16 were employed. A total of 80% worked within Niagara County, including 44% who worked in the City, presumably many of them at Delphi. Average travel time to work was 17 minutes.

Economic Development

In recent years the Mayor's office has taken increasing responsibility for economic development, retention of existing business and attraction of new businesses to Lockport.

The Greater Lockport Development Corporation (GLDC), a non-profit corporation formed under Section 402 of the NYS Not-for-Profit Corporation Law, is staffed by the City's Community Development Director. GLDC provides financing for capital investment in economic development revitalization projects which are intended to increase employment, retain existing businesses and attract new businesses to the City. Current projects include loans to the Gooding Co, Inc., a printing company; DiCenso Restaurants, Lockport Locks & Canal Tours; Duraline Abrasives; and Spalding Hardware. Total assets of GLDC are \$3.6 million; loans receivable total \$2 million.

CITY OF LOCKPORT COMPREHENSIVE PLAN

Lockport's central business district has experienced considerable vacancy as a result of competition with the many suburban retail malls and office developments which have proliferated in the area south of the City since the 1970's. The strip shopping plazas created in downtown through urban renewal were not able to reverse that trend. Much of the retail use that remains in downtown now serves a downtown rather than a regional clientele, and a number of former retail stores have been converted to office use. Despite continued effort, a key one-acre site on the south side of Main Street ("the South Block") between Pine and Locust Streets remains vacant and unused.

There are a number of bright spots in the CBD, however. Several public and private initiatives are focused on canal tourism (see Recreation and Open Space, below). The Dale Association has expanded the Senior Center on the north side of downtown, bringing over 200 people to the area daily and many more for frequent special events. The YMCA and the Public Library are important centers of downtown activity. Occupancy in the Bewley Building, the City's largest traditional "business block," at the corner of Main and Market Streets, remains strong, and the recently renovated historic Post Office, on Main at Elm Street, is at full occupancy with office and retail tenants.

Considerable new business investment has occurred in recent years in the southeast area of the City, along Davison Road. This includes a high quality professional office park as well as new retail and highway commercial uses. While these developments may cause some stress on downtown, this type of use might well have been attracted to suburban areas in surrounding towns, where the tax base would have been lost to the City.

Housing

At the 1990 Census, the City of Lockport had 10,374 housing units, of which 5,706, or 55%, were single family. An additional 1,919 units (18%) were in duplexes, and the remaining 2,780 units (27%) were in structures of three or more units. City housing is 53% owner occupied, and housing in the City had a relatively low 4.8% vacancy rate. Sixty-four percent of the housing in the City was built before 1950. The City's Department of Community Development estimates that about 30% of the City's housing stock is in need of rehabilitation. In focus groups held for this Comprehensive Plan it was indicated that Housing Code violations are concentrated in areas of absentee ownership, particularly in the neighborhood immediately south of the central business district.

Through its federally financed housing program, the City provides housing assistance to 775 households. This includes 176 units of scattered site Section 8 housing, and 599 units in housing projects located in various areas of the City, as listed below.

City of Lockport Assisted Housing Projects

Elderly		
Willow Gardens	71 Units	
The Spires	100 Units	
Autumn Gardens I	72 Units	
Autumn Gardens II	96 Units	
Urban Park Towers	<u>150 Units</u>	
Total Elderly		489 Units

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Family		
	Garden Street Apartments	26 Units
	Michigan Street Apartments	24 Units
	Gabriel Drive Apartments	<u>60 Units</u>
	Total Family	<u>110 Units</u>
TOTAL ASSISTED HOUSING		599 Units

According to local realtors, the average value of the 228 houses sold in the City in 1994 and 1995 was about \$58,000, a slight increase from the \$55,166 median value as of the 1990 Census.

As compared with the Town of Lockport, housing in the City (1990) is:

- Less expensive (median value \$55,000 City vs. \$79,000 Town; median rent \$292 City vs. \$353 Town)
- More likely to be renter occupied (42% City vs. 21% Town)
- Older (median year built 1939 City vs. 1975 Town)
- Less likely to be a mobile home (0% City vs. 20% Town)
- More likely to be located in an urban rather than a rural area (100% City vs. 46% Town)

E. URBAN DESIGN AND HISTORIC PRESERVATION

Urban Design

Architectural and urban design characteristics such as building set-backs, architectural style, and sidewalks and street trees combine to create the urban character of the City of Lockport. The Federal style is the predominate architectural style in the City, and there are a large number of distinctive historic structures. The discussion of urban design characteristics included in the land use section above is intended to identify those elements which uniquely define Lockport and which the City wishes to preserve. These have been used in preparing guidelines for new development and well as renovation and preservation of existing structures.

Historic Preservation

There are two National Register of Historic Places Districts within the City of Lockport, and numerous individually listed structures. Listing on the National Register recognizes the importance of these properties, and provides them with a measure of protection. The two Historic Districts are the Lowertown Historic District, and the Lockport Industrial District. See Exhibit IV for a map showing National Register of Historic Districts.

The Lowertown Historic District was listed on the National Register in 1973. The Lowertown Historic District encompasses: Market Street from the railroad on the west to the Widewaters Marina on the east; Garden Street from Exchange Street on the west to its dead end on the east; the north side of Fayette Street; one building on the west side of Adam Street; three buildings on the west side and three buildings on the east side of Chapel Street, and two buildings on the west side of Exchange Street. Approximately 125 buildings are included in this Historic District.

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Development first occurred in the Lowertown District in the early 1800's. The first buildings included a log grist mill and a few log cabins. By the 1820's the community encompassed a railroad, a packet boat terminal, a hotel, a newspaper, and Niagara County's first chartered bank. A well-known tavern and hotel, the Lockport House, located on the corner of Market and Exchange Streets, attracted a great deal of social and commercial activity to the area. The commercial boom and bustle of Lowertown began to diminish after the Lockport House burned in 1841 and a new railroad between Niagara Falls and Rochester was constructed through the "Upper Town" district. Lowertown then became a thriving industrial district in the City.

The Lockport Industrial District was listed on the National Register in 1975. This historic district encompasses an area north of the Erie Canal, between Richmond Avenue, Gooding Street, Clinton Street and the western boundary of Upson Park. There are few buildings located in this district. The historic structures include the original five-flight lock structure on the Erie Canal, large underground tunnels which were used to generate hydraulic power, and ruins from a number of industrial complexes.

The City of Lockport's industrial heritage was fostered in the Industrial District. During the 1850's Birdsill Holly, inventor, industrialist and engineer, designed and supervised the construction of a 1,700-foot underground tunnel to generate hydraulic power. Overflow water from the Erie Canal was diverted through the tunnel to provide mechanical power at the Holly Manufacturing Company. Holly's idea of using tunnels to supply water to his manufacturing plant, spawned his invention of a municipal underground water pumping system, complete with hydrants, to provide water and fire protection in the City of Lockport, an invention which changed life in America. Holly invented a number of significant hydraulic systems and machines, including a system to provide steam heat to buildings and the elliptical rotary pump.

Two more hydraulic tunnels or raceways were blasted through the Lockport Industrial District. The Richmond Manufacturing Company opened a tunnel in 1863 to power its machinery. Additionally, Richmond developed a system of cables stretched to the opposite side of the Canal to supply other companies with mechanical power. In 1872 the Lockport Hydraulic Company, (a Holly company) completed work on a third tunnel to supply mechanical power to the Lockport Pulp Mill.

In addition to these two historic districts, there are numerous individually listed structures. These include the City's Union Station, which recently received a grant for rehabilitation. Located in the northeast corner of the Central Business District, and no longer in use, the station was severely burned two decades ago. The Union Station Development Corp., a not-for-profit group was able to obtain a total of \$740,000, including a large grant received as part of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) program. Design work has begun on plans to rehabilitate the building, to include a large public meeting room, historic displays and some private offices.

The most recently listed structure on the National Register is the Niagara County Courthouse. Other sites of historical note include: the First Presbyterian Church, located on the corner of Church and Ontario Streets, which contains Tiffany windows; and the Colonel William Bond House, 143 Ontario Street, which is the first brick house in Lockport, and has 12 rooms furnished in pre-1845 style. The Bond House is owned by the Niagara County Historical Society and is open for tours on a limited basis. The Victorian mansion and gardens at the Kenan Center, 433 Locust Street, the former home of industrialist and philanthropist William Rand Kenan, Jr., are also open to the public.

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F. RECREATION, OPEN SPACE AND THE ERIE CANAL

The City of Lockport currently owns and maintains 27 parks and recreation areas, totaling 211.41 acres (for detail on facilities, see Exhibit I, Table 2, *Neighborhood Parks*; Table 3, *District Parks*; Table 4, *Public Greens*; and Table 5, *Canal Parks*). Additional public recreation areas are managed by the Board of Education at the more than 50 acres of public school property, including playgrounds and sports fields. About 20 acres of Niagara County recreational land are within the City boundaries at the County Golf Course. Additionally, the Kenan Center offers youth soccer programs, volleyball leagues, an indoor bocce association, and golf, basketball, soccer and tennis clinics.

The Town of Lockport, surrounding the City, has a great deal of open space, but no designated or maintained park land. Many Town of Lockport residents use City of Lockport park and recreation facilities. The Town contributes some funding to the City for park maintenance.

Standards from the 1988 New York Statewide Comprehensive Outdoor Recreation Plan, (derived from National Recreation and Parks Association standards) provide a frame of reference for evaluating the City of Lockport's recreational needs. The New York State Outdoor Recreation Plan (NYS Plan) defines a neighborhood park as an area of four to seven acres containing passive space with landscaping and active areas for informal playing fields, court games, and tot lots. These facilities customarily serve neighborhoods and, wherever possible, are accessible on foot. The NYS Plan recommends one acre per 1,000 persons, or approximately 25 acres for a community the size of Lockport. The City of Lockport currently has 44.63 acres of neighborhood parks.

The NYS Plan categorizes a district park as a 20-100 acre facility serving both neighborhood and town-wide needs. The standard recommends approximately two acres per 1,000 persons in this category, or approximately 50 acres for a community the size of Lockport. The City of Lockport currently has 147.96 acres of district parks.

The NYS Plan also recommends that a community have three acres of athletic fields for every 1,000 persons, or approximately 75 acres for a community the size of Lockport. Playing fields are best located at central locations to meet the scheduling requirements of leagues and to simplify the maintenance required to conform to league standards.

Standards for recreational facilities are helpful guidelines for determining need for park land and recreational facilities, but they do not reflect local differences, which can have an impact on what standards would suggest as the most desirable allocation of resources. As an example some parks that exceeded or were below the NYS Plan neighborhood park acreage recommendation, are considered as neighborhood parks in this report, due to their neighborhood locations and the manner in which they are used.

Based on the NYS Plan standards, discussions with City personnel and observations of park usage, the City of Lockport appears to have adequate park land. The parks generally are well-maintained and well-used. However, more detailed maintenance, improvements and enhancements to the parks are needed. For example, there is a recognized need for more covered picnic areas in many parks. Tight municipal budgets make it difficult for city workers to fully maintain some parks. In some instances, planting and maintenance in Public Greens, such as Lincoln Avenue Park, Veterans Memorial Park and American Legion Park, has been assisted by special interest groups.

The 32-year-old municipal swimming pool located in Outwater Memorial Park is in serious need of refurbishing. The outdoor pool is the only public swimming pool in the City of Lockport. At present, the

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facility operates at a fiscal loss. The pool walls have shifted, and the original boiler and filtering systems, which still are in use, need to be upgraded. Pool admission is inexpensive, particularly for City of Lockport residents, and at peak times during the summer the pool is used by 125-130 children. However, as an outdoor pool it is only useable during the summer months, primarily July and August. Previously the YMCA was contracted to conduct swimming lessons and other programs at the City pool, but that arrangement ceased last year. In the summer of 1997 a private swimming club at the private Briarwood recreation facility contracted with the City to conduct swimming lessons for children at its private pool in the eastern section of the City.

Improvements to other recreational facilities have been considered. The City has submitted a grant application to the New York State Environmental Protection Fund to make improvements to Altro Park. These would include: upgrading tennis courts, paving and lighting the parking lot, upgrading playground equipment and modifying the skating rink so it can be used for roller-blading as well as ice skating. Additionally, the City would like to build a structure in the park to house the City's Department of Youth and Recreation Services. The City also has recognized the possibility of developing an amphitheater in a natural bowl area in Outwater Memorial Park.

The Erie Canal

The Erie Canal Corridor within the City of Lockport has been the focus of renewed revitalization and redevelopment efforts in recent years. The Lockport Canal Development Task Force, consisting of local civic and business leaders, has taken a leadership role in charting a strategy for revitalization of the Canal. At the State level, the 1996 NYS Thruway Authority's Canal Revitalization Program represents a first phase, five-year implementation plan of the State's Canal Recreationway Plan. The Revitalization Plan is an initiative to preserve and rehabilitate canal infrastructure, enhance recreational opportunities, and attract private investment in partnership with local communities. A priority of the Canal Revitalization Program is the construction of a continuous canalway trail across the state. Within the past year, the federal Department of Housing and Urban Development has announced the Canal Corridor Initiative, a funding program for local canal development projects.

Existing Canal facilities and attractions are summarized below.

Lockport Locks and Canal Tours

Lockport Locks and Canal Tours, Inc., which began operations in 1986, provides narrated boat tours of the Erie Canal in and around the Lockport area. It operates three cruise boats which cater to a broad market including school tour groups, organizations, local businesses and residents, and the general tourist population. In 1996, the company served 23,371 passengers. Lockport Locks and Canal Tours had been located at the municipal Widewaters Marina until this season when they relocated to the Lockport Historic Industrial District, approximately 1/4 mile east of the locks. The company is renovating the existing structures on the property to incorporate a variety of attractions and retail outlets. Docking for the company's three tour vessels as well as transient docking slips, picnic facilities, a banquet facility with service kitchen, lavatories and a snack bar have been completed and are operational. Additional plans include the installation of a "General Store" to include gifts, souvenirs, and necessities for boaters; an interpretive display; and renovation of the stone structure at 228 Market Street as an antique/craft coop and art gallery. Financial assistance for development of a portion of these facilities has been requested through HUD's 1997 Small Cities Community Development Block Grant Program/Canal Corridor Initiative.

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Riley's Way

Riley's Way is a self-guided historic walking tour of Canal artifacts and attractions in the central business district. There is an interpretive brochure that identifies the route and locations of attractions.

Canalway Trail

Within the City of Lockport, a canalside walking and biking trail extends from Widewaters Marina to the Big Bridge on both sides of the Canal. The trail is continuous to the east to Medina and beyond. The trail passes through the canalside parks on the south side of the Canal. There is an interpretive brochure and map illustrating the route and attractions alongside it. Extension of the trail to the west to link with Tonawanda is a priority. The Lockport Canal Development Task Force is currently working on finalizing the routing for the western extension of the trail.

Transient Docking at the Locks

Approximately 100 feet of docking was installed in 1996 just above the locks to provide tie-ups for transient boaters who wish to visit downtown Lockport's restaurants, shops and historic attractions. No services are currently provided, however there is a desire to expand the capacity of the dock.

Lockport Hydraulic Race

The hydraulic race is a man-made channel constructed during the early 1850's that diverted water from the Erie Canal to be used by Lockport businesses for mechanical power. The hydraulic tunnel was used for mechanical power through the early 1940's. In 1975, the Lockport Cave Raceway tour was opened by a not-for-profit educational company. Tours of Locks 34 and 35 and the original "five flight of locks" were offered in addition to a Halloween extravaganza and underground boat ride. The company ceased operations in 1979. The Hydraulic Race Co., Inc. was formed in 1996 and offered Halloween tours in the fall of 1996. Underground boat rides were reinstated in July 1997. The company has plans to develop a complete industrial heritage interpretive complex and is seeking assistance for development of the project through HUD's 1997 Small Cities CDBG Program/Canal Corridor Initiative. The industrial heritage complex will include renovation of industrial ruins adjacent to the hydraulic raceway; development of an interpretive center at the historic Richmond manufacturing site; and renovation and restoration of portions of the Holly Manufacturing Company and Lockport Pulp Mill ruins. Negotiations with NYS Canal Corporation and State Historic Preservation Office are underway to obtain agreement to allow restoration of a portion of the "five flights of locks," to create a working model of the original lock system which lowered boats some 60 feet alongside the Niagara Escarpment.

Widewaters Marina

Widewaters Marina is the primary service facility for boaters within the City. Available services and facilities are described in the section on Parks and Recreation.

Erie Canal Museum

The Erie Canal Museum is located at the foot of the locks and includes artifacts and interpretive materials related to the Canal. The City utilizes funds from the bed tax to pay for a Canal Curator at the Museum.

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Visitors Center

The new Dale Association's Senior Centre located near the Canal on Ontario Street serves as the visitors center for tourist information. Public restrooms, a souvenir shop and children's clothing store named "Cobblestone" are part of the facility.

The City has made application to HUD'S 1997 Small Cities CDBG Canal Corridor Initiative, proposing three development initiatives as part of that application:

- The creation of an industrial heritage tourism complex (to be an expansion of the hydraulic race attraction);
- Expansion of Lockport Locks and Canal Tours Facilities;
- Commercial redevelopment of the key parcel known as the "Richmond Avenue Block."

The Richmond Avenue Block has been recognized in numerous studies as a strategically important area adjacent to the Canal. The one and three-quarter-acre site is situated directly above locks 34 and 35. The area consists of eleven individually owned parcels of primarily vacant, neglected buildings. The *Richmond Avenue Economic Development Strategy*, prepared by Peter J. Smith & Company, Inc. in January 1995, outlines a redevelopment program for the area. Consistent with that study, the City is seeking financial assistance for acquisition and clearing of the site to allow for redevelopment.

There is a fair amount of vacant land along the Canal in the western portion of the City (see the description of vacant land under *Existing Land Use*). The abandoned railroad right-of-way parallels the Canal and passes through the vacant land in this area. Vacant land adjacent to the Canal is surrounded by industrial land uses to the north, and agricultural and residential uses to the south.

Increased visitation to Canal attractions can be expected as the Canal Corporation implements marketing and promotion programs, and as other facilities along the Canal Recreationway are developed. One of the greatest challenges in the City of Lockport is to increase visibility of the Canal. Visitors entering the City today could easily pass through the City unaware that they had passed over the Erie Canal. This is largely due to the fact that the Canal is depressed below grade as it passes through the City. Visual cues should be developed that signal to passersby that this great resource exists.

Visual Quality

The City's numerous parks and open spaces provide not only recreation opportunities but also a unique visual quality to the City. These greenspaces provide important visual relief and variety in built-up areas of the City. At the City's eastern entrance, for example, the Town and Country Club and Veteran's Memorial Park function as a strong and gracious gateway to the City. Lincoln Avenue Park, along Transit Road, provides a gateway from the south. The fountain adjacent to the City parking garage provides a place for rest and relaxation in the downtown.

G. ENVIRONMENTAL QUALITY

Watercourses, Flood Zones and Wetlands

Three primary water courses flow through the City of Lockport. They are: the New York State Erie Canal which bisects the entire City from southwest to northeast; Eighteen Mile Creek, which flows from the southeast to the northwest, through the northeastern section of the City; and the Gulf, which flows in a southwest to northeast direction through the northwestern corner of the City.

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The New York State Department of Environmental Conservation (NYSDEC) classifies the water quality of the Erie Canal as Class "C," and Eighteen Mile Creek and The Gulf as Class "D." Class C and D streams do not have any unnatural turbidity or color, contain no waste deposits or residue, have a pH between 6.0 and 9.5 and contain very minute amounts of certain chemicals.

The DEC considers the best use of Class C and D waterways to be "secondary contact recreation, but...the waters will not support the propagation of fish." However, Class C and D waters must be suitable for fish survival. Secondary contact recreation is defined as "recreational activities where contact with the water is minimal and where ingestion of the water is not probable. Such uses include but are not limited to fishing and boating."

The City of Lockport obtains its drinking water from the Niagara River via a 30-inch water main, which is located along the abandoned Erie Lackawanna rail line which parallels the Erie Canal from the southwestern corner of the City to downtown. The water treatment plant is located on the southern end of the city. The Erie Canal and the Niagara County Water District serve as the City's emergency water source.

Since most of the City of Lockport is located on high ground, it encompasses a minimal area of flood plain or wetlands. The four areas in the City classified as being in the flood plain are all in the 100-year flood plain, as follows:

- The entire Erie Canal
- Land adjacent to either side of 18 Mile Creek and the Gulf
- In the central-eastern section of the city, land adjacent to the eastern portion of Eighteen Mile Creek, south of Fairway Drive, east of East Park Drive and north of High Street. This is level ground, with minimal topographic change between the stream channel and the stream bank.
- At the southeast corner of the City, along Lincoln Avenue, a small area on both sides of Hoover Parkway east of Nixon Parkway.

Delineated wetlands regulated by the NYSDEC occur:

- In the northeastern corner of the City, west of Lake Avenue and Olcott Street and south of Old Niagara Road.
- East of Davison Road at the County Golf Course. Only a portion of this wetland is within the City boundaries. It continues in the Town of Lockport.
- In the southwestern corner of the City, south of Hinman Road and west of the Erie Canal. Only a portion of this wetland is within the City boundaries. It continues in the Town of Lockport.

Areas of Archaeological Significance

The New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) maintains records of identified archaeological sites. OPRHP has mapped three areas of archaeological sensitivity within the Lockport City limits. These are shown on the map titled "Areas of Archaeological Sensitivity," Exhibit IV. The stippled area in the southwestern corner of the City indicates that multiple sites have been identified. The circles indicate areas within identified sites within a one-half mile radius.

Vegetation, Soils and Natural Habitats

The soil type for the City of Lockport primarily is of the Hilton-Ovid-Ontario association, according to the *Soil Survey of Niagara County, New York*, published by the U.S. Department of Agriculture's Soil

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Conservation Service (SCS). This soil association typically is found in level to steeply sloping areas where glacial till is present. Minor soil types include Appleton, Cazenovia, Cayuga, Churchville, Sun and Arkport. The Cayuga and Churchville soils are along the fringes of the till plain where lacustrine sediments cap the till. Sun soils are in depressions, and Arkport soils are mainly on the sandy delta between the City of Lockport and the Village of Gasport. The SCS describes the soils in the Hilton-Ovid-Ontario association as "deep, well-drained to somewhat poorly drained soils having a medium-textured or moderately fine textured subsoil."

Wet areas, plentiful stones and bedrock near the surface are typical characteristics of the soils in the City of Lockport. While this soil typically has adequate strength for building foundations, the plentiful stones and close bedrock can make underground installations costly.

Native vegetation in and around the City of Lockport is typical of a northeastern hardwood forest. Native tree and shrub varieties include: beech, hornbeam, birch, black cherry, dogwood, hawthorn, black walnut, shagbark hickory, slippery elm, maple, ash, oak, cottonwood, witch hazel, sumac, and shadbush.

The native wildlife habitat in the area also is typical to a northeastern hardwood forest. Wildlife in woodlands in the City include fish, deer, turkey, hawks, chipmunks, garter snakes, owls and other birds. The Rollin T. Grant Gulf Wilderness area and the Erie Canal are the two primary natural areas providing wildlife habitat in the City.

Eighteen Mile Creek and The Gulf which run through the Rollin T. Grant Gulf Wilderness area provide habitat for fish and waterfowl. This natural area is undisturbed by development, and has a good mixture of overgrowth and undergrowth vegetation for woodland wildlife.

The Erie Canal is a man-made waterway which has evolved into an important regional natural resource for upstate New York. The Canal is an important fish habitat for warmwater sport and pan fish including walleye, bass, northern pike and bluegill. The Canal also includes some of New York's most important resting areas for migrating waterfowl on their journeys to and from nesting areas in Canada.

The City of Lockport's large number of street trees are an important asset, providing not only beauty and shade, but also contributing to the unique character of the City's neighborhoods. Street tree varieties include oak, maple, ash, locust, flowering cherry, and various nut trees. It is important to note that a majority of the street trees are very old and beginning to decline, requiring significant maintenance. Some older tree roots may invade sewer pipes or building foundations, and/or cause sidewalks and streets to crack or buckle. Some older trees also may have weak internal wood, with the possibility of causing damage during storms with heavy wind or snow.

Scenic Resources

The Niagara Escarpment, which bisects the City of Lockport is a unique, significant geologic feature. This 1,400-mile long dolomite limestone bluff is a marvelous testament to sedimentation and erosion over time. It rises south of Rochester, N.Y., runs through the Province of Ontario, along the northern edges of Lake Ontario and Lake Michigan and eventually recedes again in southeastern Wisconsin.

Three hundred million years ago this area was covered by a shallow sea. The area lifted and warped, creating the Michigan Basin. For millions of years afterward, a series of pre-glacial streams and rivers cut through the basin, eventually creating the Niagara Escarpment from what once was a flat limestone plain.

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When glaciers began to advance and retreat over North America about a million years ago, they carved away soft under-layers of the escarpment, leaving behind a hard dolomite limestone cap.

The Niagara Escarpment is a significant geological and scenic resource, unique to the City. In some areas of the City of Lockport there is more than a 100-foot vertical drop from the top of the escarpment to the plain below. Some of the most magnificent views in Niagara County can be captured looking north from the top of the escarpment. A designated scenic lookout area has been established in the northwest corner of Outwater Memorial Park. One can see the City of Toronto from this lookout point on clear days or nights.

Overgrown vegetation has obstructed some of the outstanding views from this lookout area and other areas along the top of the escarpment. Clearing vegetation in selected areas would open up the views.

Certain structures in the City of Lockport also contribute to scenic views.

- Church spires and other buildings in the downtown region compose a scenic background when traveling west on the Erie Canal.
- The five original and two current locks on the Erie Canal
- The “upside down” railroad bridge is a scenic backdrop while traveling on or adjacent to that portion of the Erie Canal.
- A church spire serves as a focal point while traveling northeast along the abandoned railroad bed which parallels the Erie Canal.
- The contemporary railroad bridge which crosses high above Plank Road also creates a spectacular view, particularly when traveling east on either Plank Road or West Jackson Street.

Noise

In general, there are not excessive noise levels in the City. There are no airports located within or adjacent to the City; streets through the City have relatively slow speed limits; and few trains pass through the City. Noise is generated by some of the industries, and is regulated by NYSDEC.

Community Services

Police protection in the City is provided continuously by the Lockport Police Department, which also is housed in the City Municipal Building. The Police Department employs 54 sworn officers (one of whom serves as police chief) and three civilians. Vehicle inventory includes:

- 17 vehicles, consisting of marked and unmarked cars and vans
- 1 motorcycle
- 1 boat

A verage response time for the police department within the City is three minutes.

The Niagara County Sheriff's Department and New York State Police also are available for backup within the City. The Sheriff's Department and the County Jail are located on Niagara Street Extension; the New York State Police Substation is located on Dysinger Road. The Lockport City Court and arrest holding cells are located in the City Municipal Building.

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Fire and emergency rescue service within the City of Lockport is provided by the Lockport Fire Department, which has 60 full-time employees, one of whom serves as the fire chief. The fire station is located in the City Municipal Building at Niagara and Church Streets. Fire and rescue equipment includes:

- 4 fire engines (pumped trucks)
- 1 aerial platform
- 2 standard ambulances
- 1 ambulance converted for rugged use
- 1 fire prevention/training vehicle

A landing pad for air rescue equipment operated by Mercy Flight is located at the intersection of Church and Niagara Streets. The Lockport Fire Department responded to an average of 2,660 calls per year, during the period from 1993-1996. The department's average response time within the City is three minutes.

Niagara Community Action Program, Inc. serves as an advocate and administers useful programs and services for those who are needy in the City. The programs this group administers include:

- Home weatherization
- Emergency food and shelter
- Crime prevention
- Family day care
- Child care and referral
- Early intervention
- Early childhood education and training

Land Uses Surrounding the City

In general, with the exception of the area north of the City, the perimeter of the City is experiencing growth, often resulting in commercial development adjacent to residential areas. The area south of the City is the most intensively developed, with residential and commercial land uses predominating. The most intensive commercial use area is Transit Road and, to a lesser degree, Lincoln Avenue. Along the eastern edge of the City medium-density residential development predominates, transitioning to low density residential and agricultural land uses. The area north of the City is the least developed with institutional, low density residential, and agricultural uses. Residential, agricultural, and commercial uses predominate to the west.

Known Pollution Sites and Sources

The NYSDEC lists seven sites in the City of Lockport in its April 1996 report on "Inactive Hazardous Waste Disposal Sites in New York State." Two of the sites recently have been successfully remedied. See Exhibit I, Table 6, *Inactive Hazardous Waste Sites*, for detail.

Currently there is one active waste disposal site for disposal of construction debris in the western area of the City, which predominantly is used for industrial purposes.

Air Quality

The Bureau of Air Quality Surveillance of the NYSDEC Division of Air Resources monitors air quality throughout the state. Air quality data from the Bureau's monitoring stations and from private networks is collected, examined and summarized, with the results published in an annual Air Quality Report. Included are data summaries of all air pollutants for which Ambient Air Quality Standards have been established.

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These include: sulfur dioxide, carbon monoxide, nitrogen dioxide, ozone, total suspended particulates, inhalable particulates and lead.

The City of Lockport falls within the Region 9 Air Quality Control Region. Air monitoring sites across the six counties which make up Region 9, the closest monitoring sites to the City of Lockport being in Niagara Falls, Buffalo, Middleport and Lockport. The Buffalo and Niagara Falls sites monitor for many pollutants, while the Lockport and Middleport sites monitor for single pollutants. There is an inhalable particulates monitoring station at the Lockport County Court House, a total suspended particulates monitor at St. John's Catholic School in Lockport, and an ozone monitoring station at the sewage treatment plant in Middleport.

The NYDEC's most recent air quality summary published in 1992 shows that Region 9 was in attainment for all pollutants. Region 9 previously had been in exceedence for ozone, however, based on the latest three-year period (1990, 1991, and 1992), ozone levels are once again in attainment.

H. TRANSPORTATION

Roadway Network

The primary road network in the Lockport area includes the following State, County, and City roads and bridges:

New York State Route 78 (Transit Road and Transit Street)

Rt. 78, Transit Road, conveys regional traffic north from Erie County, I-90, and the Buffalo airport area through the Town of Lockport and into the center of the City of Lockport. Route 78 also connects the City and Town with communities to the north and provides access to Lake Ontario. South of the City, Transit Road is a four lane principal arterial which carries major traffic from Erie County, serving commuter, trucking, shopping traffic and local vehicles.

Transit Road provides access to the strip retail and commercial development in the southwest sector of the Town of Lockport immediately south of the City line, and is a point of traffic congestion concerns. Reconstruction of Transit Road outside of the City of Lockport, which has four travel lanes and a center turning lane, was recently completed. The portion of Transit Road in the City does not include a center turning lane, although there have been proposals by the NYSDOT to widen the portion of the road in the south part of the City.

New York State Route 31

Route 31, is also known in the City as West Avenue, Walnut Street and East Avenue, provides an east-west route through the heart of downtown Lockport. This route provides a connection between the City and the communities of Gasport, Middleport, Medina, Lewiston, Niagara Falls and Canada. Route 31 intersects with Rt. 78 in downtown Lockport.

New York State Route 93

Rt. 93 is a principal arterial which originates in Akron, New York and terminates in Youngstown, New York. The portion of this roadway which carries traffic around the city is known as the Lockport Bypass. The bypass takes traffic off Transit Road via Robinson Road, avoiding the need for traffic to pass through downtown Lockport. The bypass carries traffic to the Delphi Harrison Plant on the west side of the city, the Town of Lockport Industrial Park on Upper Mountain Road and points north and west of the city. The NFTA determined in 1995 that approximately 90% of southbound traffic using the Lockport Bypass made

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a left turn at Robinson Road following the course of Route 93 to go either east or southbound onto Route 78. Of that traffic, approximately 15% was classified as heavy vehicles (tractor trailer).

Local Roadways

Other important local roadways serving the City of Lockport are:

- Lincoln Avenue - conveys traffic east-west from Summit Street and Transit Road into the Town of Lockport and points east.
- Beattie Avenue - conveys traffic north-south from the Town and areas south of the city.
- Davison Road - conveys traffic north-south from Lincoln Avenue to Route 31.
- Summit Street - connects Transit Road with the Lockport Bypass.
- High Street- conveys traffic between Transit Road and Davison Road.
- Market Street- conveys traffic along the south side of the Erie Barge Canal. Connects to Route 31.

Roadway Capacity

The Niagara Frontier Transportation Committee (NFTC) maintains a Highway Conditions Database for roadways that are eligible for federal aid funds. The database includes periodic traffic counts and information on roadway capacity.

Capacity thresholds are determined using a rating system which assesses the level of service (LOS) provided, incorporating the factors of speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience. The range of ratings is from LOS A, the best, to LOS F, the worst, where low speeds are coupled with stoppage of traffic. LOS D and E represent conditions which are at or near road capacity. A review of the database reveals several segments of the road network which have two way traffic counts that exceed or are near capacity:

<u>Lockport Area Road Segments At or Near Capacity</u>	<u>Vehicle Capacity (LOS D/E)</u>	<u>Traffic Counts Year - Count</u>
Rt 31, Rochester Rd (Lkpt City Ln to Rt 77)	13,500/15,100	1993 - 12,800
Rt. 93, Lockport Bypass (State Rd to Robinson)	13,500/15,100	1996 - 16,300
Rt. 93, Robinson Rd (Transit to Beattie)	13,500/15,100	1996 - 13,000
Rt. 78, Transit Rd (Robinson to S Lkpt City Ln)	26,900/30,200	1992- 26,600
Rt. 78, Transit St (Lkpt S City Ln to Lincoln)	26,900/30,200	1992- 27,200

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A number of the traffic counts above are somewhat outdated, and future updates could indicate additional road segments being at, near or over capacity. The NFTC has recently retained a traffic consultant to obtain more current traffic count data.

In 1995, the NFTC conducted an assessment of traffic conditions at select locations. Deficiencies during peak travel times of the day, including difficulty in making left hand turns, were indicated at the intersections shown in the list below. Please note that this assessment was conducted prior to the installation of the signals at Rapids Road and Fisk Road.

- Transit Road at Robinson Road
- Transit Road at Donner Road
- Transit Road at Fisk Road
- Transit Road at Dunnigan Road
- Transit Road at N. Tonawanda Creek Road

The NFTC has determined that the recently completed reconstruction of Transit Road, augmented by signal timing and intersection improvements, will be adequate to serve area traffic needs in the near future.

Bridges

The City is bisected by both the Erie Canal and Eighteen Mile Creek, and bridges are a vital component of its roadway system. Two of the nine bridges in the City that span the Erie Canal, the Prospect St. Bridge and the Exchange St. Bridge, are presently closed pending renovation. Bridges over the Canal are the responsibility of the NYS Department of Transportation, which has identified the following bridge work in its Capital Program for the Lockport area:

- | | |
|--------------------------------|--------------------------------|
| • Goodrich Rd./Tonawanda Creek | bridge replacement (1998) |
| • Prospect St./ Erie Canal | bridge replacement (2000) |
| • Cold Spring Rd./Erie Canal | bridge replacement (1998) |
| • Exchange St./Erie Canal | bridge rehabilitation (1999) |
| • Robinson Rd./Erie Canal | bridge deck replacement (2001) |
| • Day Rd./Erie Canal | bridge removal (2001) |

Transportation Issues and Planning

Transit Road Corridor

Significant growth has been experienced in the last several years along Transit Road and South Transit Street between the Town of Lockport and the center of the City, including a new Tops Supermarket, Walmart Store, Sears Hardware store/plaza, Ted's Hot Dogs, Applebee's Restaurant, and Aldi's Food Store as well as the previously existing restaurants, Kmart store and Lockport Mall. The impact of this growth is evidenced by the traffic counts above, showing this segment of Transit Road approaching its traffic capacity.

New development in the City along the Transit Corridor includes a new Autozone, Yellow Goose Market and Aldi Foods Market. Additional growth, especially redevelopment of some existing vacant properties in the Town (former Tops Market, former Wendy's Restaurant, former Ames Department Store, former Quality Market) along this corridor will add to the present congested conditions.

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Congestion along Transit Road has forced some commuters to seek alternative routes through residential areas. Extending Lockport Bypass is one alternative that has been proposed as potential solution to congestion in this area (see *Lockport Corridor Preservation Study* below).

Town of Lockport Plans

The Town of Lockport completed its Southwest Sector Plan in 1992 and is currently preparing Phase II and III of the Town Plan to address the remaining areas of the Town. Both plans include recommendations which would draw traffic away from the City of Lockport. Recommendations in the Southwest Sector Plan include:

- Extend Ruhlmann Road to the Lockport Bypass.
- Extend Shimer Drive to the Lockport Bypass.
- Extend Hamm Road to connect with Hinman Road.
- Provide an intersection between Hamm Road to Bear Ridge Road.
- Extension of Lockport Expressway

Recommendations by the Town's consultant, CCM Associates, for the Phase II and III Plan include:

- Provide east-west connectors in the North Sector of the Town to provide for Harrison Radiator traffic and local circulation.
- Provide north-south routes in the South-east Sector of the Town to accommodate traffic around the city and to routes southward and into Erie County.
- Connect Day/Ernest and Keck Roads into Rapids Road and feeding traffic to Transit Rd.
- Designate Rapids Road as the primary east-west county arterial to supplement the use of Tonawanda Creek Road.
- Provide an east-west bypass of the city with re-routing of Jackson Street north of Upper Mountain Road to carry local employment north to Old Niagara Street and east through a proposed new bridge at Cold Springs to Route 31 east.
- Provide local collector streets for Transit Road south of Dysinger Road and Route 78 at Wright's Corners to accommodate traffic and relieve anticipated congestion along Route 78.
- Extend the Lockport Expressway southward into Erie County.

Lockport Corridor Preservation Study

The Niagara Frontier Transportation Committee (NFTC) is currently preparing the final draft of the *Lockport Corridor Preservation Study*. Requested by Niagara County and the Town of Pendleton, the study identifies potential transportation corridors to connect the Lockport Bypass with the present terminus of the Lockport Expressway (I-990). The need for the connection was proposed in the *NFTC 2010 Transportation System Plan for Erie and Niagara Region* and appears to be reinforced by employment and population forecasts that indicate significant growth in the Lockport/Pendleton Corridor.

Five concepts are being evaluated:

1. Western Corridor Concept - northern terminus at the Lockport Bypass; would generally run in a southwest diagonal to a connection with the Lockport Expressway.
2. Central Corridor Concept - generally runs south from the Lockport Bypass to a Millersport Highway connection.
3. Central/Transit Rd. Concept - generally runs south to a connection at Fisk Rd; or to a connection with Transit Rd. In the vicinity of Bartz Rd. To N. Tonawanda Creek Rd.

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4. Eastern Corridor Concept - generally runs south to Donner Rd., then east across Transit to a connection at N. Tonawanda Creek Rd.
5. Null Concept (status quo) - do nothing alternative.

The Study Review Team consists of NFTC staff, representatives from Niagara County, the Towns of Pendleton, Lockport, and Amherst, the Eastern Niagara Chamber of Commerce, and the New York State Department of Transportation.

Capital Programs for Transportation Projects

NYS Department of Transportation

In addition to the bridge work discussed above, the current (July 10, 1997) New York State DOT list of projects affecting roads under their jurisdiction includes the following projects under construction or planned in and around the City of Lockport:

- Rt. 31, Lockport East City Line- Orleans Co. - reconstruction (1998)
- Rts. 31 & 78 - resurfacing (2002)
- Rt. 18; W. Creek- Rt 78 - resurfacing & preventive maint.,(1997)
- Rt. 78; Rt. 263- Lockport City Line & Rt. 263 - reconstruction & widening (1996)
- Rt.78; Fisk & Rapids Rds. - intersection realignment (1999)
- Bear Ridge & Hinman Rds. - resurfacing (2000)

City of Lockport

The City of Lockport's Capital Improvement Program has not been officially updated by the City Council since 1994. A six-year CIP was prepared by the City's Capital Improvements Program Committee in 1995, however, and a number of the individual projects in the 1995 CIP have been implemented by the City. Among those which have not yet been implemented are the following street-related capital projects:

- Parking Ramp Repairs..... \$1,100,000
- Parking Lot Repairs..... \$300,000
- Reconstruct/Repave Walnut: Pound to Davison \$550,000
- Reconstruct/Repave John Street..... \$100,000
- Reconstruct/Repave Outwater Dr.: Hawley to Prospect..... \$55,000
- East Avenue..... \$2,000,000
- Oakhurst and Heath Improvements \$700,000
- Streets Program \$4,500,000
- Reconstruct/Repave Hawley: Caledonia to Green \$30,000

Downtown Parking

Parking Inventory

The following is an inventory of parking that is presently available in the downtown area and nearby. Through field visits and review of previous studies, including a 1989 downtown area parking inventory conducted by the City Engineering Department, a total of 3,280 parking spaces were identified, including 342 on-street spaces and 2,938 off-street spaces. Of the 2,938 off-street spaces, 796 are public spaces requiring parking permits issued by the City and 2,142 are other public or private non-permit spaces. Parking in about half the available off-street spaces requires a City parking permit (796 spaces in five lots,

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as indicated in the table below). Permits are available to individuals at \$20 per year, permitting parking on a first-come, first-served basis. As of July, 1997, the City had issued 652 parking permits for this year.

Downtown Lockport Off-Street Parking Lots

<u>Location</u>	<u>Non Permit Spaces</u>	<u>Permit Spaces</u>
1. Niagara St./Church St. Municipal Lot	64	
2. Big Bridge adjacent City Hall	28	
3. Big Bridge adjacent to Friendly's Restaurant	65	
4. Gooding Street and Pine Street Bridge	33 (Senior Center)	
5. Municipal Parking Ramp at Main/Pine		280
6. Main Street across from Lockview Plaza		68
7. Lockview Plaza	63 spaces (patrons only)	
8. City Parking Lot (Walnut bet. Pine and Locust)		206
9. City Parking Lot (Walnut bet. Locust and Elm)	29	160
10. Parking Lot at Market Street (along Canal)	84	
11. Jubilee Parking Lot	146 (with loading area)	
12. Vacant Lot (Lock Street and Caledonia)	60	
13. Key Bank Parking Lot	37 (2 hr), 7 reserved.	
14. Jubilee & Library	180 (2 hr), 8 reserved	
15. YWCA Parking	33 (9 reserved)	
16. Rite Aid, Jiffy Mart	95 (patrons, 2 hr limit)	
17. Delphi Training Center	137	
18. City Parking Lot (Walnut bet. Pine & Cottage)	44	82
19. Next to Marine Midland Bank drive thru	12	
20. Heritage Square	33	
21. Other private off-street parking lots *	<u>999</u>	
TOTAL	2,142	796

* Per the 1989 City of Lockport Engineering Department Parking Survey Map.

According to the City Attorney, the City is required to provide a certain number of parking spaces as a result of agreements entered into as part of the urban renewal program. These agreements will expire in the year 2002.

Two prior studies have addressed parking issues in the downtown area: *Downtown Lockport: A Market and Redevelopment Study* by Phoenix Associates, 1983 and *Study of Traffic and Parking Needs Downtown Redevelopment Area Lockport New York* by Deleuw Cather Associates for the Lockport Urban Renewal Agency, 1966. The 1983 Phoenix Associates study included a survey of downtown shoppers which identified travel time, safety and parking as favorable characteristics of downtown Lockport. The study concluded that "Off-street parking in the CBD (Central Business District) is plentiful. There are over 1,800 surface lot spaces and 280 spaces in a city parking ramp." In 1966, when the Deleuw Cather study was completed, activity in downtown Lockport was probably more intense than it is today, and parking availability was not dissimilar. The study concluded that, on most days, the supply of parking space was adequate for the level of business activity in downtown.

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Based on current informal observations during various times of the day, it appears that there is available parking throughout the downtown area, with the possible exception of days with special events.

Rail Transportation

The City is no longer served by passenger rail. Freight rail transportation, provided by the Falls Road Railroad, Conrail, and Somerset Railroad, currently supports only a few users, as described below.

Falls Road Railroad

The Falls Road Railroad (subsidiary of Genesee Valley Transportation Company, Lewiston Road, Batavia NY) operates a 40.5± mile line which begins near Heath Street on the City's west side and travels eastward to the City of Brockport, New York. Lockport is an interchange point or junction point between The Falls Railroad and the Conrail system which operates west of the City line. There is a "team track" (area off Park Avenue with railroad siding) that can be used for storage of railroad cars by anyone.

The Falls Railroad was purchased from Conrail on November 2, 1996 and presently serves the following City of Lockport companies:

- International Multifoods, (Michigan and Park Avenue) Flour from Midwest
- Jamestown Container (85 Grand St.) Pulp board from Tennessee
- Walck Bros. (249 Park Avenue) Truck to rail transfer point to West Virginia

These users operate under 2,000 cars per year. The railroad reports that the system is underutilized and significant capacity remains in the system to accommodate additional users.

Conrail

Conrail service includes the Delphi Harrison plant which receives on average, 1 train daily, 7 days a week. Although service could be available to the adjacent Town of Lockport Industrial Park, there are presently no rail users. Conrail also serves the Mill Street industrial area via a spur off the Somerset Railroad in the north part of the City with trains approximately 2 days per week. The Conrail line serving Lockport is underutilized with significant remaining capacity.

Somerset Railroad

The Somerset Railroad, a spur of the Conrail Line, carries coal needed to power the Somerset Station Power Plant operated by New York State Electric & Gas.

Air Transportation

The Western New York region is served by two regional airports. The Buffalo Niagara International Airport is the area's primary passenger and commercial shipping airport, and is located in Cheektowaga, NY approximately 15 miles south of Lockport. The Niagara Falls International Airport in Niagara Falls, NY is located approximately 12 miles west of Lockport.

Public Transit

The City of Lockport is served by two public bus systems: the Niagara Frontier Transportation Authority (NFTA) and the Rural Niagara Transportation Service. The NFTA Metro Bus Route 44 currently serves the City of Lockport via a route along Transit Road that originates at the NFTA Buffalo Metropolitan

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Transit Center in downtown Buffalo. From downtown Buffalo the route travels along Main Street into the Town of Amherst and generally north along Millersport Highway to Transit Road.

The Rural Niagara Transportation Service, sponsored by Niagara County and the State of New York, provides bus transportation along several routes throughout Niagara County, including the City of Lockport.

Pedestrian Systems

The City of Lockport has public sidewalks that convey pedestrian traffic throughout the City. In most cases, these sidewalks parallel existing streets throughout residentially and commercially developed areas. Pedestrian access is also available via bridges over the canal which physically divides the City into two halves. The City's pedestrian and bike trails are discussed in the section on recreation and open space, above.

H. INFRASTRUCTURE

The public infrastructure in the City of Lockport is characteristic of an older city system, including some components that are in need of continual maintenance and rehabilitation.

Sewer System

Wastewater Treatment Facility

The entire City of Lockport is served by a system of sewers which flow to the Wastewater Treatment Plant (WWTP) located in the northwest corner of the City. This facility currently accepts wastewater from the City and portions of the Town of Lockport. Plant capacity is rated at 22 million gallons per day (MGD). The WWTP provides secondary treatment with effluent from the WWTP discharging to Eighteen Mile Creek. According to a report entitled *Monitoring Plan for CSO's and CSO Impacts* prepared by Clough, Harbour and Associates (CHA), average flows for the entire year at the Wastewater Treatment Plant for 1995 and 1996 were 12.6 mgd and 14.1 mgd respectively.

While plant capacity is sufficient to handle dry weather flows, current operating capacity is not sufficient for wet weather flows due to the fact that roughly 75% of the City is served by combined sewers where during wet weather, stormwater enters the system and creates a burden on the treatment plant. Maximum flows exceeded the 22 mgd average daily capacity on 98 days in 1996 and 79 days in 1995.

Collection System

The City of Lockport wastewater collection system is primarily a combined system of sanitary and storm sewers. Only a few areas within the City have separate storm and sanitary sewers. The southeast sector of the City (roughly area bounded by Beattie Road, Lincoln Avenue and along Davison Road including areas adjacent to Eighteen Mile Creek), portions of Clinton St., West Avenue, Park Avenue and portions of the Northwest sector including sections of Passaic Ave., West Green Street, Niagara St. and Trowbridge St. have separate storm sewer systems. Sanitary Sewer service is available to 95% of all areas in the city with the exception of some areas in the north end including a portion of N. Transit Road, Roby Street and Plum Street.

The Collection System contains a number of major interceptors which transmit wastewater to the WWTP. These are:

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- Main Interceptor (ranging in size from 12" dia. to 4' x 5' tunnels)
- Head Race Interceptor (18" dia.)
- Gulf Interceptor (18" - 24" dia.)
- Frost St. Interceptor (21" dia.)
- Union Street Interceptor (12" - 36" dia.)
- Market St. Interceptor (21" dia.)
- Southeast Interceptor (12" - 16" dia.)
- Willow Price Interceptor (36" - 54" dia.)
- Ruhlmann Road Interceptor (18" dia.)
- Southwest Interceptor (24" dia.)

The City operates an Industrial Pretreatment Program with eighteen (18) significant industrial users which discharge into the City's system at various locations. Since 1984, the City's Industrial Pretreatment Program has administered a program of inspections, sampling and permitting of these facilities for pretreatment compliance.

The *Monitoring Plan for CSO's and CSO Impacts* completed in April 1997 provides a strategy for control of Combined Sewer Overflows (CSO's). There are currently 30 permitted CSOs which divert wastewater to either the New York State Barge Canal, Gulf Creek or Eighteen Mile Creek during storm events. The Project Approach prepared by CHA includes CSO elimination, treatment of industrial flows, additional flow monitoring, collection of rainfall data, modeling of the collection system, stream and water quality analysis, hydropower study and removal of infiltration/inflow. The City is working towards making improvements to the CSOs within the city. Such improvements could include treatment of the "first flush" of a storm event and improving water quality to comply with New York State Department of Environmental Conservation's (NYSDEC) State Pollutant Discharge Elimination System (SPDES) permit requirements.

Town Sewer Agreement

The City's Sanitary Sewer system also serves a portion of the Town of Lockport under a thirty (30) year service agreement which ends in 1999. A future agreement to continue or discontinue Town use of the City system could significantly alter the flows that are currently experienced in the City's collection and treatment facilities. The Town of Lockport is studying options for servicing areas currently unserved or under served by sanitary sewer facilities and has not yet committed to a course of action. The *Draft Generic Environmental Impact Statement (DGEIS)* for the Town's *Master Plan Phase II and III* identifies the following options for providing sanitary sewer services in the northern portion of the Southeast Sector and the North Sector of the Town:

- Provide gravity collector sewers for these areas and pump sewer to the city plant;
- Direct a sewer line toward Wright's Corners for connection to the Newfane system which has limited plant and line capacity for such flows; or
- Construct a new sewer treatment plant on Eighteen Mile Creek or one of its tributaries to treat effluent from these sections of the Town.

Planned Wastewater System Improvements

Proposed Wastewater System projects as identified in the (unadopted) 1995 Capital Improvements Program (CIP) are:

- Digester Demolition - Lab Expansion

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- Heath Street Sewer
- Gas Chromatograph/Mass Spectrophotometer
- Primary Clarifiers & Skimmer Remediation
- Sewer Improvements (Lind., Clint., Exch.)
- CSO Requirements (currently underway)
- New Final Settling Tank
- Pumping Station and Area Improvement
- Grit Chamber Upgrading

Water Supply

Production & Treatment System

The Niagara River is the source of water for the City of Lockport. Water is transmitted from North Tonawanda to the City of Lockport through a 30-inch water main which is located along the abandoned Erie Lackawanna rail line. According to the City Engineering Department, the existing water treatment plant located off Summit Street on the south side of the City is of sufficient size to handle Lockport's projected growth into the near future.

Water service is available to approximately 95% of all areas in the City with the exception of N. Transit Road, Roby St. and Plum Street.

Planned Water System Projects

Proposed Water System projects as identified in the (unadopted) 1995 Capital Improvements Program are:

- West Ave. Water Main
- Oakhurst Street Water Line
- Aux. Power - Water Treatment Plant
- Aux. Power - N.T. Pumping Station
- Chem Lab
- N. Transit - Old Niagara Water Line
- Market Street Water Line
- S. Transit 24 in. Valve
- Richfield St. Water Line
- Painting of Standpipe

Natural Gas, Electricity and Cable

New York State Electric and Gas (NYSEG) provides electricity and natural gas service to the City of Lockport and reports no capacity problems at the present time. Adelpia Cable provides cable television services to the City of Lockport, although not all areas within the City are presently wired for cable service.

CITY OF LOCKPORT COMPREHENSIVE PLAN

II. CITY VISION AND GOALS

A. VISION STATEMENT

The City of Lockport is an historic city in a rapidly suburbanizing area. Its unique assets include:

- Attractive traditional residential neighborhoods
- Small town quality of life
- Regional employment center, including major concentrations of government, office, and manufacturing uses
- County Seat and crossroads of Niagara County
- Historic Erie Canal
- Full range of city institutions and services
- Extensive parks system
- Unique natural setting on the Niagara Escarpment
- Location in the path of growth outward from the Buffalo metropolitan area

B. COMPREHENSIVE PLAN GOALS

Residential Areas

- Preserve the residential integrity of the City's neighborhoods by limiting conversions of single-family homes to multi-family or commercial use
- Provide planning support for more aggressive and prompt enforcement of the Housing and Building Codes, zoning ordinance, and land development regulations
- Continue the City's affordable and assisted housing program
- Institute a maintenance/replacement program for mature street trees
- Identify and promote new residential development areas

Central Business District

- Bring additional business and activity to the central business district through:
 - Encouragement of Erie Canal tourism and related development
 - Redevelopment of the South Block, including providing a suitable relocation site for the Farmers Market
 - Redevelopment of the Richmond Avenue Block
 - Aesthetic improvements, including additional street trees, landscaping and street furniture in public areas, encouragement of traditional architectural styles, and design improvements to bring the Canal to public attention at the street level
- Support the efforts of the Lockport City Business Association
- Provide improvements to the City parking ramp to encourage its use

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Commercial Areas

- Continue to attract high quality office and other commercial development
- Encourage maximum landscaping and street trees on commercial sites
- In mixed-use areas, where single-family houses have been converted to commercial use, preserve front lawns, landscaping and residential architectural styles

Industrial Areas

- Work to retain existing industries and to attract new industries to the City
- Encourage clean-up of contaminated industrial sites

Parks, Recreation and Open Space

- Maintain and improve the City's parks
- Work to extend the Canalway Trail west from the lock area
- Preserve and enhance views from and to the Niagara Escarpment
- Preserve and enhance the green aspects of the City, including street trees and landscaping
- Preserve, protect and enhance habitat areas including wetlands, floodplains, the Erie Canal corridor, the Rollin T. Grant Gulf Wilderness, and the Niagara Escarpment

Vacant Land

- Evaluate the highest development potentials of the City's significant vacant parcels, consistent with preservation of the integrity of surrounding land uses, especially residential and park land
- Encourage new uses which increase tax base, to the extent possible taking into account the needs of surrounding land uses

Institutional Uses

- Support the City's institutions in their role of providing valuable service to City residents and visitors
- Support cooperative efforts among institutions

Historic Preservation

- Work to preserve the City historic architecture and districts
- Encourage adaptive reuse of historic structures
- Make residents and visitors more aware of the City's National Register and other historic buildings and sites

Transportation

- S. Transit St.: Maintain current roadway width, street trees and sidewalks. Improve traffic flow through signalization and left-turning lanes
- Encourage completion of NYS Department of Transportation identified road and bridge improvement projects within the City and its surrounding area

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- Work with surrounding municipalities, Niagara County, the NYS DOT, the Niagara Frontier Transportation Committee, and the Eastern Niagara Chamber of Commerce on planning for road and other transportation improvements
- Maintain and upgrade City streets and parking areas as necessary
- Strengthen linkages between the Erie Canal and land-based transportation systems

Utility Infrastructure

- Maintain and upgrade the City's water and wastewater system as necessary
- Work to reduce the overload on the City's Wastewater Treatment Plant due to storm water runoff during periods of wet weather
- Work with the Town of Lockport to address interdependent infrastructure system needs

Regional and Intermunicipal Cooperation

- Help to establish a continuing forum for cooperation with surrounding towns and Niagara County
- Explore service consolidation and sharing arrangements
- Work with regional entities such as Niagara County, the University of Buffalo, the Eastern Niagara Chamber of Commerce, and the Greater Buffalo Partnership on new approaches to regional cooperation

Comprehensive Plan Implementation

- Identify a series of development projects to be completed over time, to implement the Comprehensive Plan
- Adopt, annually update, and implement a City of Lockport Capital Improvements Program

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III. COMPREHENSIVE PLAN POLICIES AND PROJECTS

The Comprehensive Plan for the City of Lockport consists of:

- A. Future Land Use Plan
- B. Central Business District and Canal Tourism Plan
- C. Park and Recreation Plan
- D. Environmental and Open Space Plan
- E. Transportation Plan
- F. Infrastructure Plan
- G. Economic Development Plan

Each plan includes a discussion of general policies intended to guide future development, as well as recommendations for specific projects which the City can undertake in the coming years to implement the plan. An important project which will implement a number of the Comprehensive Plan recommendations is the proposed revision of the City's Zoning Ordinance, discussed in section H, below.

- A. **FUTURE LAND USE PLAN** - *Please see Future Land Use Concept Map, Exhibit IV.*

Land Use Policies

Policies for Residential Areas

Housing in the City of Lockport is generally of high-quality, attractive and well-priced. City neighborhoods offer a good choice of housing types, from very low density single family areas to higher density apartment living. The housing policy of this plan is to protect the character and quality of existing residential neighborhoods and to encourage new, high quality residential development of all types, in appropriate locations. This will permit the City to offer new housing alternatives to its own residents, as well as to attract a larger share of those Buffalo metropolitan area residents now moving to the Town of Lockport and other nearby areas.

The City's low-density residential areas are located primarily on the northern edge of the City adjacent to rural areas in the Town of Lockport. Residential development in this area of the City has occurred primarily in the last 35 years and is likely to continue in a low-density pattern. Protection should take the form of disallowing conversion of housing from single-family to multiple-family, ensuring strict code enforcement, encouraging development of new low-density housing in the area, and preventing encroachment of higher residential densities.

The vast majority of the City's residential development can be characterized as medium density. In a broad ring around the Central Business District, single-family, two-family and multi-family housing coexist in neighborhoods which still retain their original character of individual houses on relatively small lots. Conversion of larger older homes to multi-family residences is an increasing occurrence in these areas, and many lots cannot accommodate the increased parking and service areas required. Parking is often accommodated in makeshift locations such as front lawns, altering the character of the neighborhood. These conversions, as well as illegal parking must be controlled in order to preserve neighborhood character and provide adequate and safe housing alternatives.

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The City's higher density housing consists of high rises near downtown and garden apartment complexes along Davison Road. These developments are generally in good condition, provide an affordable housing alternative, and should be preserved and protected. New garden apartment and town house development should be encouraged in areas that have good access to major roadways and open space, and where it will not conflict with the needs of single family areas.

The recommended new zoning ordinance should include site plan review of individual conversion projects to insure sensitive treatment of historic character, adequate parking, and trash and maintenance areas. See *Urban Design Guidelines for Residential Development*, Exhibit II.

Policies for Mixed Use Areas

The City's mixed use areas include a blend of commercial and residential uses with no single use predominating. In a number of areas, e.g., East Avenue, South Transit Street and West Avenue, much of the commercial use is the result of the conversion of residential structures. Each of these areas is somewhat different, requiring design and use solutions tailored to its particular condition.

The mixed use area along East Avenue is characterized by grand older homes which have been converted to offices or other commercial use. Many of these structures have retained their residential character, with relatively unchanged facades, front lawns, and landscaping. There are also sites, however, where housing has been demolished and replaced by highway commercial type development. Maintaining the residential character along East Avenue is of particular importance to the image of the City since East Avenue carries Rte. 31, and is the entrance to the City and the CBD from the east. New highway commercial development as well as additional conversions of residential structures to commercial use should be disallowed along East Avenue, both to retain the aesthetic character of the area and to protect the integrity of the surrounding residential neighborhoods.

Another important mixed use area is located along South Transit Street at the south entrance to the City. Here the mixed use zone provides a transition between the intensive highway commercial development on Transit Road in the Town and the residential neighborhood along South Transit in the City. Mixed use at the entrance to the City should be confined to the area south of Summit Street so as not to negatively impact residential neighborhoods or alter the character of the high quality housing along South Transit between Summit Street and Bridlewood Drive. The character of development within this mixed use zone is of critical importance since it is the primary gateway to the City. Large street trees, sidewalks, and smaller scale architecture located close to the street combine to create a more pedestrian scaled, residential character on South Transit within the City. This character provides a pleasing and welcome relief to the vast expanses of undifferentiated asphalt parking lots further south on Transit Road. This pedestrian scaled, residential character is an asset at the entrance to the City and should be preserved. The uses of development in this location are less important than the character and quality of development. Zoning and site plan review should require new buildings to be located near the street with parking at the rear, and require due consideration of the impact on adjacent properties. Sidewalks and street trees should be maintained, and architectural design should reflect the importance of the site as the gateway to the City.

Further north on South Transit is an existing mixed use zone between Genesee and High Streets. The area south of High to just south of Nichols Street is still primarily residential, although it has been severely impacted by traffic and the commercial uses to the north and south. Lots along South Transit in this area are small, and their depth is not sufficient to accommodate the space needs of modern highway commercial use. To the east and west of the lots lining South Transit are stable residential neighborhoods and Altro Park, both of which would be negatively impacted by highway commercial development. The plan proposes that the lots lining South Transit between High and Nichols Streets be considered a mixed use

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district. As with the areas described above, the actual uses to be accommodated are of less importance than the character and scale of development. Residential character should be preserved, including the residential scale of the architecture, front lawns, street trees and sidewalks. Parking should not be allowed in front lawns. Home-based commercial enterprises and businesses that retain the residential character are desirable. Retail uses may be more difficult to accommodate, as they often desire parking in front of the building. See *Urban Design Guidelines for Commercial Development in Mixed Use Areas*, Exhibit II, for detail.

The goal of any zoning changes for the South Transit Street mixed use areas should be to allow for the potential transition from residential to commercial uses of these properties. This transition should take place in a manner which preserves the appearance of the neighborhood as a gateway to the City and which is compatible with the residential neighborhoods behind South Transit Street.

A number of other mixed use areas are located within residential neighborhoods throughout the City. In general, these areas should not be allowed to expand since this could compromise the integrity of surrounding residential neighborhoods. The mixed use area along West Avenue is discussed below under Commercial Areas.

Policies for Commercial and Office Areas

As a small city, Lockport's commercial uses traditionally concentrated in the Central Business District. Outside of the CBD, the city has a few small strip commercial areas and one modern office park development. The strip commercial areas, located primarily on South Transit Street and Davison Road, are generally contiguous to residential neighborhoods, and for that reason should not be permitted to expand in size. New development in existing strip zones should be required to provide sidewalks and landscaping in front of buildings and, to the extent possible, locate parking in the rear of the property. Site plan review should be used to insure that sound design principles are incorporated into these districts, with emphasis on pedestrian and aesthetic amenities. See *Parking Lot Planting Urban Design Guidelines*, Exhibit II, for detail.

The Davison Road professional office park in the southeast corner of the City is an attractive, successful development that can be considered a model for new commercial areas within the City. The project's high quality architecture, land planning, and landscaping combine to create a setting that has successfully attracted businesses. New commercial development of this type has the potential to be successful elsewhere in the City and provide a means of increasing the tax base. Potential locations are discussed under Land Use Projects, below.

Commercial development should also be allowed to emerge as the predominate use within the existing mixed use zone along West Avenue. West Avenue does not have the cohesive residential character of East Avenue or South Transit Street, and it is adjacent to industrial development. As a result, commercial uses should be allowed to develop. Site plan review should be utilized to ensure that sidewalks and street trees are incorporated, that architectural design and massing is appropriate to surrounding land uses, and that, to the extent possible, parking is located in the rear of the lot.

Policies for Industrial Areas

Industrial uses within the City of Lockport have historically been concentrated along Eighteen Mile Creek, the Canal, and the western edge of the City. Only a small number of industrial uses remain along the Canal, and a number of industrial facilities along Eighteen Mile Creek have also been abandoned. Today industrial activity is located in two general areas: the western end of the City including Delphi Harrison Thermal Systems, and the northern section of the City along Eighteen Mile Creek. The City should

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support the continued existence of these industrial enterprises. The City should also facilitate, to the degree possible, clean-up of any contaminated industrial sites.

The City should also seek and encourage redevelopment of older industrial sites and new industrial activity. A number of sites appropriate for new small scale industrial development are available and are discussed under Land Use Projects, below.

Policies for Institutional/Public Areas

Institutional and public uses are scattered around the City of Lockport and consist principally of schools, the hospital, library, municipal and county government buildings, and the Wastewater Treatment and Water Filtration Plants. The City should seek to maintain these facilities for the benefit of the public.

Land Use Projects

For a city of its age, Lockport has a good inventory of vacant and agricultural land which will be available for future development. The amount of land is finite, however, and represents a valuable resource which the plan proposes to utilize in ways which maximize opportunities for all types of new development, including low, medium and high density housing, commercial use, and industrial use. Locations of the parcels described below are keyed to the *Vacant and Agricultural Land* map, and can also be seen on the *Future Land Use Concept Map* (see Exhibit IV).

New Residential Development Projects

Eight areas have been identified that could appropriately sponsor new housing development. The largest parcel, approximately 120 acres in size, is located along the north edge of the City (*see Parcel 8 on the Vacant and Agricultural Land map*). Currently in an estate, in an area with an appealing city/suburban character, it is surrounded by residential development and is well served by City streets. Development of this area should be consistent with surrounding densities, and is thus recommended for low density housing.

A number of potential housing sites are adjacent to parkland and/or recreation amenities, both of which provide added value to housing:

- Along the western edge of the City, north of Oakhurst Street (*Parcel 4 on the Vacant and Agricultural Land map*) is a parcel adjacent to the Sutliff Rotary Park, which is proposed in the plan for redevelopment and incorporation into the Gulf Wilderness Park. Housing development in this area should be low/medium density, consistent with the surrounding residential areas. The new neighborhood should include greenspace and trail connections to the expanded Wilderness Park and the City greenway system.
- Between the Wilderness Park and Outwater Park, north of Craine Street (*Parcel 5*) is a small parcel with views of the Niagara Escarpment. This area is proposed for medium density housing, as an extension of the surrounding residential neighborhood.
- In the northeast corner of the City, a parcel along Market Street adjacent to the Canal (*Parcel 10*) offers access to the canalfront parks with their walking and jogging trails, and the City Marina. This area is proposed for medium density housing similar to that in the area along Market Street to its west.

Two other smaller sites that have good access to the CBD have been identified for medium density housing: Along Garden Street, between Adam and Chapel, (*Parcel 9*) a site within walking distance of the

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Erie Canal and the canalfront parks; and north of Clinton between Gooding and Scovell (*Parcel 7*), a parcel suitable for affordable housing and being considered for development by Habitat for Humanity.

New high density housing in the form of garden apartments or town houses could be developed along Davison Road adjacent to existing high density residential areas (*Parcels 11 and 12*). Both these sites have good traffic access to Davison Road as well as Kibler Park and the Niagara County Golf Course.

New Commercial Development Projects

Two sites have been identified as having very good potential for new commercial development, both in the southwest quadrant of the City. The agricultural area off Ruhlmann Road (*Parcel 13*) has excellent access to the Rt. 93 Bypass as well as Transit Street. At over 100 acres, it is the largest vacant site in the City suitable for commercial use, and could accommodate a range of commercial uses such as an office park, flexible commercial space, hotel, and/or retail use. To take full advantage of the location and the economic development potential of the site, new use here should be planned as a unit, with close site plan review by the City. The second commercial site is contiguous to Parcel 13, and is along the Erie Canal, between Genesee Street and Rt. 93 on the east side of the Canal, and the northern half of that area on the west side of the Canal (*Parcel 1*). This site has good access to the CBD, Transit Street, and State Road, and is attractive for commercial development that could benefit from Canal access and the ambiance of a canal-side location, including eating establishments, a hotel, retail, or specialty marine retail and services.

New Industrial Development Projects

The plan identifies four sites in the western quadrant of the City as appropriate for new industrial development:

1. Along the Erie Canal (*a portion of Parcel 1 on the west side of the Canal south of Simmonds St.*), a narrow site with excellent access to NYS Rt. 93, the support services of the surrounding industrial area, and good labor force availability. This site would likely require clean-up of industrial wastes prior to redevelopment.
2. Hinman Road, in the extreme southwest corner of the City (*Parcel 15*), a small triangular parcel with excellent access to the Rt. 93 Bypass and industrial areas in the City and the Town of Lockport. This site is surrounded by industrial type development in the City, but residential development is located immediately to the west in the Town. Development of the site for industrial use would need to take into consideration the interests of the adjacent residents.
3. A site located off Park Avenue (*Parcel 3*) has excellent access to the City street system, Rts. 31 and 93, the active rail line and utilities.
4. An additional site off Park Avenue (*Parcel 4 south of Oakhurst Street*), with advantages similar to the above.

B. CENTRAL BUSINESS DISTRICT AND CANAL TOURISM PLAN

Planning for the Central Business District and the Erie Canal are of particular importance to the City of Lockport, because both are central to the City's identity and critically important to its economic health. This section of the Comprehensive Plan includes:

- Central Business District Planning Policies
- Canal Tourism Planning Policies
- Proposed Central Business District and Canal Tourism Development Projects

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Downtown Lockport is the civic and commercial focus not only of the City but of the entire Eastern Niagara region. The commercial core along Main Street, the Niagara County courthouse, and the governmental center, with its associated law and other offices, all provide the City with major development assets. Within the Central Business District, cultural, retail, office, service and institutional activities comprise approximately 1 million square feet of floor area and provide some 2,500 jobs. As is true of downtowns in the United States in general, Lockport's Central Business District has witnessed an out-migration of users during the past two decades, due largely to competition from suburban sites. This erosion is just now beginning to stabilize and, hopefully will reverse over time with more specialized roles for the district.

Lockport's Central Business District area is intertwined with the Erie Canal's Lockport Flight of Locks (now Locks 34 and 35), to which the City owes its genesis in 1824. Lockport is a landmark of the canal builders' era. Here is where the rock cut was made to join the man-made canal channel to Rochester in the east with the natural waterways tributary to Lake Erie to the west. The Lockport Cut and the Flight of Locks carrying the canal waters through the Niagara Escarpment combine to comprise one of the most intriguing canalscapes in the world. In spite of the power of its design and history, however, the presence of the Canal is seldom felt from the street level of downtown Lockport. Furthermore, the streetscape along and around Main Street lacks interest, color, decoration or living green materials, giving the impression of an overly arid and bare environment.

The goal of the Comprehensive Plan is to provide a set of policies and projects which will stabilize and enhance the character of key downtown sites, call attention to the uniqueness of Lockport as a Canal City, and make downtown and the Canal area once again attractive for private investment.

Central Business District Planning Policies

Policies for Redevelopment

It is essential to proceed expeditiously with the redevelopment of key Central Business District sites which can attract a balanced mix of new office, service, retail, institutional, housing and/or lodging uses to the City Center. The two most promising sites for redevelopment within the next five years are the South Block on Main Street and the Richmond Avenue Block overlooking the Canal Locks. It should be the policy of the City to actively pursue the redevelopment of these key sites through additional project planning, definition of marketable uses, public improvements programming, economic development assistance in the form of low-interest loans and solicitation of private investor interest through the issuance of developer requests-for-proposals. In these cases, developer requests-for-proposals issued by the City should be attractively and colorfully designed and widely distributed so as to serve as marketing efforts for the projects involved. Partnership relationships with Federal, State and County agencies, as well as regional economic development and business groups, should be developed for each site marketing program.

Policies for Making the Central Business District Attractive

In order to make the Central Business District more inviting for new development, public improvements should be undertaken to give Main Street, the Canal frontages around the Locks, the Big Bridge and Municipal Building plaza and parking lot area, and the area between the Old Post Office and historic Union Station site, a greener, more decorative and livelier look. This is not mere aesthetics, but is basic to attracting new developer investment in these areas. The kinds of public improvements needed include street trees, other landscaping materials, new paving materials, extensions of the City's visitor and canal signage program, new street furniture, banners and roadway design modifications. The intent of these

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measures is to call attention to the special character and potential of each area, and to set the stage for new private re-investment in adjacent land and buildings.

Policies for Defining Sub-Districts

In concert with the redevelopment and attractiveness policies, the overall Central Business District area should be defined as a set of smaller, special sub-districts, each with its own character and pattern of uses. Figure 9 illustrates four sub-districts, including: Old Post Office/Library/Market Street/Union Station District; Main Street/Canal District; Niagara County Courthouse District and Walnut Street District. The four sub-districts should be used as tools for working with businesses and residents in the districts on planning and projects, special marketing of individual sites or buildings, for planning for parking facilities and needs, and for public improvements design and programming.

Policies for Parking

The overall policy for downtown parking is to ensure more intensive utilization of the existing parking inventory as a tool to maintain and increase levels of business activity. The Main Street ramp garage, now largely unused, should be fully used for parking by providing personnel and on-site management which can make the public comfortable with parking in this enclosed garage. In general, it appears that the downtown parking supply needs to be seen more as a support function for public and private downtown activities rather than a revenue-producing or regulatory activity in its own right. In addition, the present parking permit system should be redesigned to better distinguish different levels of use. The City should choose those groups of spaces or lots experiencing the heaviest turnover demand and designate them for short-term (2 hours or less) parking for retail customers and short-term business visitors. Municipal lots and spaces receiving less utilization should be designated for long-term (up to 8 hours) parking. If downtown Lockport is to compete with surrounding suburban business locations, its parking will ultimately need to be free or nearly so.

Policies for Seizing the Opportunity of the Canal

The City should continue to seize the opportunity for canal project funding by the State of New York's Canal Corporation and Thruway Authority and by the United States Department of Housing and Urban Development and other Federal agencies. Because of its history and unique Canal character, the City of Lockport should continue to be able to maximize these funding opportunities. The primary goals for the funding are to make the presence of the Canal more visible in the downtown area, to use the funding as a tool for attracting new private canal-related investment to key sites, and to work with local and regional groups to build a special Canal development partnership.

Policies for Organization and Marketing

Central Business District and canal-related development are complicated areas involving many disciplines. The Greater Lockport Development Corporation should assume a larger role in marketing key development projects and development in general. It is essential that the City participate in a larger partnership with other levels of government, regional organizations and private parties. In each project undertaken, it should be the policy of the City to identify other appropriate groups and agencies and enter into suitable partnership relationships with them.

Canal and Tourism Planning Policies

The New York State and federal governments have committed themselves to major initiatives in developing the New York State Canal System as a recreationway for tourism and development in Canal communities. These commitments have been, and will continue to be, major opportunities for Lockport

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because of the City's preeminence as a historic canal community on the Niagara Escarpment. Indeed, opportunities for pursuing government assistance and funding for canal development programs are excellent today. Lockport is well positioned to take further advantage of these programs and, wisely, is pursuing them aggressively.

More than most communities along the Erie Canal, Lockport's physical, economic and social development is linked to the waterway. Its unparalleled historic canal artifacts and resources, including the surviving raceway portion of the Flight of Locks, Locks 34 and 35, the race tunnel, and the Lockport Pulp Mill artifacts, present opportunity for Lockport to become one of most unique Canal heritage destinations in the country.

Already the City has taken advantage of its canalside location in developing a series of canal parks with a multi-use trail between Locks 34 and 35 and the Widewaters Marina on the waterway's south bank. In addition the Canal Corporation recently constructed the Canalway Trail between Upson Park and the Village of Medina on the north bank of the Canal. Because of this joint trail development effort, the City has a trail loop in place along both sides of the Canal east of the locks to the City limit.

The City was successful in its application to implement a Lockport Canal Heritage Park through the 1997 HUD Canal Corridor Initiative program. Three specific projects were approved as part of the Heritage Park. Their successful implementation (see below for a summary of the projects) will be a major step forward in Lockport's efforts to stimulate canalside development and increase tourism.

Lockport Canal Development Plan

The Lockport Canal Development Plan was prepared by the Canal Development Task Force, a group of local public officials, private citizens and business leaders under the leadership of the Eastern Niagara Chamber of Commerce. The Plan's objectives are adopted as Canal Tourism Development Policies for the Comprehensive Plan. They include:

- Enhance the Lockport Erie Canal sections for recreation and tourism;
- Coordinate local canal development planning with county, regional and state plans; and
- Stimulate business activity and increase employment opportunities in Lockport's Canal corridor.

The redevelopment of the Richmond Avenue Block is viewed as the most important single project within Lockport's canal corridor to stimulate economic development and job creation. The plan supports the Canal Corporation's development of the statewide Canalway Trail. The Trail complements Lockport's own significant trail development efforts during recent years and creates important linkages to regional and statewide destinations. Following is a summary of proposed Canal improvements included in the Plan:

Canal East

- The Widewaters Marina is the eastern gateway to the City for boaters. Facilities and services must be upgraded as described in the Canal Parks section.
- Trails are in place on the north and south banks of the Canal. Trail maintenance will be critical in the future.
- The Adam Street Bridge is currently open to vehicular traffic. The Exchange Street Bridge, currently closed to traffic, is scheduled for rehabilitation by NYSDOT in order to reopen it for vehicular traffic. When the bridge reopens, the Adam Street Bridge will close. Although no formal agreements have been negotiated, the City would like the Adam Street Bridge to remain open for pedestrian use only.
- Reconstruct transient docking in the Packet Park.

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Canal Central

- Richmond Avenue Block redevelopment, as stated above, is viewed as a critical project for the City.
- Increase opportunities for transient docking in the central area including the development of docking in Upson Park and constructing additional docking directly west of Locks 34 and 35. Existing docking at the center terminal should be expanded 100 feet(+/-) to the west. As demand warrants, docking should be developed along the proposed Canalway Trail on the historic towpath from the upper locks west to the Triway Bridge.
- Extend Canalway Trail west from locks.
- Improve fishing access.
- Improve Upson Park access, parking and park facilities.

Canal West

- Extend Canalway Trail west to City limit and beyond.
- Improvement of West Genesee Street terminal for transient boaters with docking, lighting, parking and signage/information.

The Canal Development Plan recommends that Bed and Breakfast/Hotel facilities be developed adjacent to the Canal Corridor along Niagara Street between Prospect and Church Streets and along Market Street, between Exchange and Vine Streets.

Finally the Plan recognizes the importance of visitor information, signage and programming to the success of Canal development efforts. Following are the key components outlined in the Plan:

- Operate a Visitor Information Center (currently at the Dale Association Senior Centre).
- Maintenance and upgrading of directional and interpretive signage, including Riley's Way.
- Continue operation of Canal Museum.
- Develop historic preservation and development guidelines to ensure that development in the Canal corridor is compatible with 'canal era' architecture.
- Coordinate marketing with County and adjacent jurisdictions.

Central Business District and Canal Development Projects

Note: Eight of the project descriptions include illustrative sketches (see Exhibit III). These are included to illustrate concepts and not intended as construction drawings for implementation. The technical, economic and administrative details of each concept will need careful study as each is readied for implementation.

1. Provide Design Improvements in the Big Bridge Area (see Figures 1, 2 and 3, Exhibit III)

The proposed design improvements are intended to celebrate the Big Bridge area as the ceremonial and actual center of downtown and the Lockport Canal Corridor. Three elements are proposed: Landscape improvements at the Municipal Building, the Greening of Canal Locks 34 and 35, and Design Concepts for the Big Bridge itself.

Landscape Improvements at the Municipal Building

Figure 1 illustrates a set of planting and decorative streetscape improvements designed to provide new visual interest, soften the starkness of existing concrete building walls and provide new excitement at the

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Municipal Building, along the north edge of the Big Bridge. The purpose of the improvements is to green this environment at the historic center of Lockport. The proposed plan calls for creating earth planting areas by removing existing pavement along the front facade of the Municipal Building. Sidewalk base and sub-base would be excavated to a depth of two feet and planting mix installed flush to the top of the concrete sidewalk. Drainage for the planting pits should also be provided. Proposed planting consists of multi-stemmed, flowering redbud trees with small flowering and evergreen shrubs planted as a groundcover.

Greening of Canal Locks 34 and 35

Figure 2 illustrates improvements designed to highlight the inherent attractiveness of the famous Lockport Flight of Locks adjacent to, and beneath, the Big Bridge. The Locks lie in a deep, 20-25 foot cut beneath the street level, bounded by high concrete and stone walls. The purpose of the concept plan is to provide a signature of the presence of the Lock Flight at street level, as well as a ring of green elements when viewed from the walkways or lock walls of the canal below. At the upper, street level, tree planting with understory planting of cascading shrubs, such as Weeping Forsythia, would highlight and soften both the Locks and the upper level streetscape. On the south side of the Locks this can be achieved by narrowing the parking lot at Lockview Plaza from 65 feet (+/-) to 60 feet in width, thereby providing a 5 foot-wide planting strip along the canal at the north edge of the lot. This can be accomplished with no loss of parking spaces. A similar planting concept, with large trees at the top of the wall and weeping shrubs cascading over the wall, should be utilized on the north side of the Canal when the adjacent Richmond Avenue Block Redevelopment (see below) occurs. This project illustrates the need for City/private property owner cooperation, within an overall Canal/Central Business District framework, to enhance the business as well as the public environment.

Design Concepts for the Big Bridge

As noted above, the Big Bridge, with its 400 feet width, is a prominent center within downtown, visually as well as functionally. In its current condition, there are few amenities to indicate the importance of this historic location at the civic and commercial center of the City. The sheer width of the bridge makes it difficult for residents and visitors to perceive the presence of the Canal underneath. A larger design plan for the overall Big Bridge and Locks Plaza area should be developed concurrently as improvements are undertaken for the face of the Municipal Building.

The design plan for the Big Bridge should be guided by the following principles, as illustrated in Figure 3:

- Vertical elements, such as banners, flags, sculpture, and trees should be introduced along the edges of Main Street and the Bridge, to make users aware of the presence of the Erie Canal beneath as well as to enhance the importance of this civic space. Large size banners set on stone columns should be located along the centerline of the Canal. This concept can be repeated for all of the bridges over the Canal in Lockport's City Center. Smaller banners or flags are shown along bridge railings, perpendicular to the canal, to further highlight the canal crossings.
- Trees, shrubs, lawn and flowers should be introduced along the edges of the Bridge and, where space can be created, on the bridge itself to provide greenery and amenity for the plaza.
- Elements such as decorative railings, benches, and lighting should be introduced to bring visual interest and human scale to the plaza.
- The introduction of decorative pavements, such as colored concrete pavers, should be considered to break up the existing concrete plaza and parking areas.
- Consideration should be given to reducing the number of curb cuts between Main Street and the parking area and improving crosswalk accommodations for pedestrians.

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- 2. Improve the Parking Lot Connecting the Public Library, Old Post Office, YMCA, Jubilee Supermarket and Union Station Area (See Figure 4)*

Figure 4 illustrates improvements designed to organize block of Main Street between Elm and Charles Streets, the Jubilee Supermarket area, the YMCA, the Public Library, the renovated Old Post Office and the Union Station as a special design and development district within the Central Business District, one which can be linked to the Lowertown area along the Canal. This is an area of significant activity within downtown Lockport. The parking lot at the center of the block services all of the surrounding commercial and civic buildings. Visitors to the lot often patronize a number of the surrounding businesses and/or civic facilities in a single visit. There is an opportunity in this situation to create greater synergy among the uses, and at the same time to create opportunity for additional investment by doing so. Sidewalk and landscape improvements would create a more visually appealing and pedestrian-friendly environment in this high traffic setting. A sidewalk and landscape island is proposed between the recent Library addition and the supermarket by narrowing an existing wide travel lane to a 25 foot width to match other travel lanes in the lot. Landscaping is proposed at the foot of the wall along the south edge of the lot. Planting islands with street trees are proposed in front of the food market. Space for planting has been gained by narrowing the east-west travel lane at the south end of the lot to the standard 25 foot width and by narrowing parking spaces from 9.5 to a 9 foot width. 9 feet is a standard, safe parking space width. Pedestrian linkages from the parking lot to Scalzo Park, Lockport Locks and Canal Tours new Lowertown headquarters, and the Union Station should be strengthened as indicated on Figure 8.

- 3. Create a Boulevard along Main Street (See Figures 5 & 6)*

Figures 5 and 6 illustrate a concept for the redesign of the blocks of Main Street between the Big Bridge crossing over the Erie Canal and Market Street. Due to suburban-style redevelopment that occurred during and after urban renewal, the street has lost much of its historic architectural character and scale. Many cities in the United States and abroad are now trying, with increasing success, to retreat key segments of their downtown Main Streets in this fashion. As illustrated in Figures 5 and 6, a central median planted with street trees is proposed to give the street a downtown scale and to improve vehicular and pedestrian safety. The roadway is currently 54 feet wide, with two 9.5 foot wide travel lanes and an 8 foot wide parallel parking lane in each direction. A 10 foot wide central median with street trees is illustrated, with one 14 foot wide travel lane and an 8 foot wide parallel parking lane in each direction. By reducing the width of the median at intersections, left hand turning lanes are created at key locations. Additional street trees are proposed in the sidewalks on either side of Main Street. Street tree pits, where not currently existing, should be cut out of the existing concrete sidewalk where subterranean planting space is available.

- 4. Redevelop the South Block Site (See Figure 7)*

Figure 7 illustrates the redevelopment of the vacant South Block site with new uses. The South Block is a key undeveloped parcel on Main Street between Pine and Locust Streets. Development on this parcel should be based on the urban downtown building types and scales which are appropriate for downtown settings. Building setbacks from the public sidewalk should be minimized, typically to between 15 to 20 feet from the existing curb edge. Proposed building height should be based on surrounding buildings. Building facades should be detailed and varied to provide pedestrian interest with street level windows and numerous building entries. Street level uses can include retail, office or institutional, with office or institutional use on the upper stories. Parking and service should occur at the back of the building. Solicitation of developer interest, and subsequent commitment, would be accomplished through a Request for Developer Proposals process.

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5. *Revitalize Union Station (See Figure 8)*

The Union Station Development Corporation, a not-for-profit group, has \$740,000 to rehabilitate the station structure as a community center with some associated private offices and interpretive displays. Design and engineering work has begun on the project. The project is a challenging one due to the difficult condition of the surviving walls of the station structure. Figure 8 illustrates the importance of the historic Union Station structure and its train station site in the circulation and revitalization scheme of downtown Lockport. Pedestrian linkages should be developed between the Station, the Public Library/Jubilee Lot and adjacent Canal destinations, including Scalzo Park and the new Lockport Locks and Canal Tours facility in Lowertown.

6. *Improve Downtown Parking*

- Provide personnel for on-site management of the Main Street Parking Ramp in order to make it more friendly to users and better utilized; make needed repairs to ensure the structural integrity of the ramp and improve its appearance and security aspects.
- Distinguish between short-term parking spaces at heavily used locations, with adequate enforcement, and all-day, long-term parking at less heavily used locations.
- Revise the long-term parking permit system to organize parking by sub-districts within the downtown area, in order to be able to better allocate available spaces to both existing business users and to new development prospects.
- Conduct a downtown parking feasibility study which includes each of the above items and which also determines the fiscal and developmental impact of making downtown parking free.

7. *Implement HUD Canal Corridor Initiative (CCI) Projects*

The City of Lockport submitted a successful application to the Department of Housing and Urban Development's (HUD) Canal Corridor Initiative (CCI) for grant funding and low-interest loans to develop the Lockport Canal Heritage Park, comprised of three distinct projects. Following is a summary description of the three projects:

Lockport Hydraulic Race

Funding has been approved for the Hydraulic Race Company, Inc. project to further develop the City's canal tunnel as a unique canal tourism experience. The centerpiece of the project is the hydraulic race tunnel, the main waterpower source for Lockport's industries during the mid-to-late nineteenth century. Project improvements include the operation of a boat tour within the hydraulic race tunnel and the design and development of an interpretive/visitor center with a gift shop. The Hydraulic Race Company will offer the public guided, educational raceway tours, underground boat rides, and haunted cave tours during October.

Lockport Locks and Erie Canal Tours

Since 1986, Lockport Locks and Erie Canal Tours, Inc. has provided canal cruises in the Lockport area. The company currently operates three tour boats with capacities of 49, 58, and 150 persons. The CCI funding is intended to support the development of the company's land-based operations which include improvements to three recently purchased canal-side buildings ¼ mile east of Locks 34 and 35. Proposed land-based facilities include a gift shop, canal interpretive display, snack bar, picnic shelter and kitchen. These facilities will increase services offered to cruise customers, tourists, and transient boaters and provide meeting space and food service for large groups and businesses.

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Richmond Avenue Redevelopment

The Richmond Avenue Block is a one and three-quarter-acre site on the edge of the Canal in the heart of downtown Lockport. It is directly north of Locks 34 and 35 and the historic five-flight locks. The parcel is critical to the overall canal revitalization strategy as outlined in both the Erie-Niagara Economic Development Strategy and recently adopted Lockport Canal Development Plan (see previous section on Canal and Tourism Planning Policies). CCI funding will be used to assist in the process of attracting new developer interest in this project, to acquire parcels on the block and to demolish dilapidated and substandard buildings. A developer for the site will be selected by the City and CCI funds will be used to provide financial incentives (low interest loans) for tenants once they are committed. The City will offer additional incentives to stimulate site development including the possible closure or modification of Richmond Avenue, development of a pedestrian promenade along the Canal, bus service, utility hookups, and annual funding for Heritage Park advertising and promotion.

8. *Support Proposed Canal Heritage Corridor Designations*

Efforts are underway at both the Federal and State level to designate the Canal System as a Heritage Corridor. Benefits of corridor designation include increased visibility and recognition of Lockport's historic canal resources, increased opportunity for funding and technical assistance, and coordinated Canal marketing and promotion efforts.

National Heritage Corridor Designation

Designation of the New York State Canal System as a National Heritage Corridor is currently being studied by the National Park Service (NPS). A National Heritage Corridor is an area that is historically, culturally, environmentally and/or visually significant and worthy of national recognition. NPS is conducting a Special Resource Study of the Canal System that will determine the historic significance of the Canal and its resources. The results of the study, expected to be completed in early 1998, will outline whether the Canal System meets NPS criteria for National Heritage Corridor designation and is the first step in pursuing such a designation.

State Heritage Corridor Designation

The Western New York Canal Coalition is comprised of representatives from village, city, town and county government and from regional chambers of commerce. The purpose of the coalition is to serve as an advocacy group and to promote the development of the western region of the New York State Canal System in a manner consistent with the Regional Canal Plan and the NYS Canal Revitalization Plan. This group is advocating for the development of a state heritage corridor along the Canal in Erie, Niagara, and Orleans Counties based on the model developed by the recently-formed Mohawk Valley Heritage Corridor in the eastern part of the state.

9. *Continue to Work with Federal and State Agencies on Canal Development*

The City should continue working with the US Department of Housing and Urban Development and other involved Federal agencies on the Canal Corridor Initiative, and with the NYS Thruway Authority and Canal Corporation on State projects for Canal development. In addition to those projects discussed above, this should include:

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National Park Service Technical Assistance

The National Park Service, through a joint agreement with HUD, has recently created a Preservation Planner/Landscape Architect position to be located at Syracuse University's Landscape Architecture Program with the following responsibilities:

- Provide technical assistance to communities funded under the Canal Corridor Initiative;
- Support a comprehensive approach to regional economic development along the canal corridor based on cultural tourism;
- Connect and coordinate canal communities with national experts in historic preservation, education, and interpretation to assure the protection of canal historic resources.

Lockport should actively seek out the technical assistance and resources offered by NPS staff to ensure that the site development and interpretation in Lockport's Canal Heritage Park is of the highest quality.

Canalway Trail

Lockport has a fully developed trail network east of Locks 34 and 35. The trail on the south bank was developed by the City. It is an asphalt, multi-use trail suitable for use by pedestrians, joggers, cyclists and in-line skaters. The State Canal Corporation recently constructed the Canalway Trail on the north bank of the Canal. The stone dust trail extends from the Eastern City line along the towpath until it reaches the NYS Thruway Authority's Dry-dock where it is realigned to the north along Eighteen Mile Creek. In Upson Park the trail follows the asphalt road to Lock 34 and 35. As discussed earlier, the trail between Upson Park and the Locks should be restricted to maintenance and emergency vehicles, and eventually to tourist shuttle buses.

The State Canal Corporation is currently determining the route of the Canalway Trail westward from the locks to the west City limit. The current proposed route is to follow the towpath west from the locks under the Big Bridge and the Triway Bridge, and past the West Genesee Street Canal Terminal site. West of the Terminal site there are two alternative routes which the trail may take. The Lockport Canal Development Task Force preferred route is to stay on the historic towpath on the north bank of the canal through the Lockport Cut. The exact technical and financial feasibility of developing the trail on the historic towpath is now being studied. The alternative route crosses Prospect Street to the south side of the Canal on-grade and follows the abandoned rail right-of-way west to Ohio Street. The trail will cross the Southwest Bypass at the Ohio Street traffic light, turn south over the Canal and move west on the south bank of the Canal. The long term goal should be to have a trail on both sides of the Canal.

10. Consider a Canal Improvement District

The City should explore the feasibility of creating a Canal Corridor Improvement District along the edges of the Canal. This could provide a mechanism for funding district improvements adjacent to Canal facilities, increased visitor information services, and canal-oriented events programming. The Improvement District would provide a means of capturing some of the economic benefit of increased development and tourism within the canal corridor.

11. Prepare and Implement a Lockport Canal Parks Master Plan

The City of Lockport has made great strides in developing its park and trail resources along the Canal during the past twenty-five years. Park and trail development efforts by the City have focused on the south bank of the Canal, east of Locks 34 and 35. Canal parks east of the locks, from east to west, include Scalzo Park, Carveth Packet Park, Raymond C. Betsch Packet Park, Samuel C. Pecoraro Park, the Memorial Tree

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Garden, and Nelson C. Goehle Park and Widewaters Marina. All of the parks on the south bank are linked by a multi-use trail used heavily for walking, jogging, biking and in-line skating. Upson Park is the City's only park on the north bank of the Canal and is located directly east of the locks. The NYS Thruway Authority has recently extended the Canalway Trail, a stone dust, 10 foot wide trail, into the City from the east along the north bank of the Canal, behind the Dry-dock and into Upson Park.

The following describes existing conditions in each of the City's canal parks, and proposes improvements to be made in the coming years. These are intended as the basis for preparation of a master plan for Lockport's Canal Parks. The plan and associated cost estimates should be in sufficient detail to provide the basis for a funding grant application to the NYS Office of Parks, Recreation and Historic Preservation or the NYS Department of State for Environmental Bond Act and/or Environmental Protection Funds in the summer/fall of 1998.

Upson Park

Summary of Existing Conditions

Upson Park is a canal-side park, 5.7 acres in size, bounded by the historic five flight locks to the west, steep wooded slopes and Clinton Street to the north, the Canal to the south and the Thruway Authority Dry Docks to the east. The park is for the most part undeveloped and underutilized. The Park's current entry road and parking area is unsafe and unsightly. Entering the Park from the eastbound travel lane of Clinton Street requires a right-hand turn. This is dangerous because Clinton Street has one lane in the eastbound direction and traffic is moving downhill at high speeds. Exacerbating the problem is a very steep incline on the entry drive that is difficult to negotiate, requiring that cars turn off of Clinton Street at a slow speed with great care. The parking lot is a poorly defined, unattractive gravel lot. Existing park facilities include picnic tables, barbecue grills, benches, and a portable toilet. The Park has significant historic resources including the entrance to the hydraulic race tunnel and remnant walls from the Lockport Pulp Mill. The Canalway Trail passes through the Park on the historic canal towpath along the north edge of the canal. Between the Park and the Locks the towpath trail is an asphalt road that is accessible to motor vehicles from the Park and the locks.

Proposed Upson Park Improvements

Upson Park is the most undeveloped park of the seven city parks along the canal. It presents the greatest opportunity for development due to its location near the locks, its attractive physical setting, and its significant historic artifacts. It is critical that a park master plan be developed as improvements to the park are considered. Given the site's considerable historic resources, park development plans will come under careful scrutiny of the State Office of Parks, Recreation and Historic Preservation.

Vehicular access and parking must be made more safe and attractive. A right-hand turning lane off of the eastbound lane of Clinton Street should be constructed and the park entrance moved to the east. The parking lot should be relocated to the northwest corner of the park, in the flat, wooded area at the foot of the slope to Clinton Street. This would free up additional park space near the canal for other, more appropriate park uses. Vehicular access to the towpath and the locks should be restricted to emergency and maintenance vehicles and visitor shuttle buses.

Lockport Cave Tours has received funding from HUD's Canal Corridor Initiative to develop an industrial heritage complex at the former site of the Richmond Manufacturing Company and in Upson Park. Plans for Upson Park include the limited restoration of artifacts of the Lockport Pulp Mill and improvements to the entrance of the underground race tunnel. As stated above, it is recommended that National Park Service technical assistance be requested as plans are developed for restoration and interpretation of the race tunnel and Lockport Pulp Mill artifacts.

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Other park improvements identified in the Erie-Niagara Economic Development Strategy should be considered when developing the Park master plan. These include the development of transient docking, a concert and picnic pavilion, a park shelter with restrooms, lighting and park furnishings, and interpretive and informational signage. Landscaping, including screening of the Dry-docks, should also be incorporated into the Park plans.

Scalzo Park

Summary of Existing Conditions

Scalzo Park is a 1.8 acre park bordered by the Erie Canal to the north, Market Street to south, the Niagara Mohawk Hydro-electric Plant to the west and the new Lockport Locks and Canal Tours facility on the east. The park has an 8-10 car gravel parking area, an interpretive sign on the Lowertown Historic District, a pedestrian walk, seating and lighting. Park lights have been vandalized and are not currently functioning. The City has made recent trail improvements that allow pedestrians and fisherman to cross the hydro-electric plant raceway and access Locks 34 and 35 from the park. This recent trail improvement completes the trail loop between the locks and the marina on both the north and south sides of the Canal.

Proposed Scalzo Park Improvements

Views of the canal from the park are blocked by vegetation growing on the steep slope between the park and the canal. Selective thinning and clearing are proposed to open up views to the canal. Pedestrian linkages to the Library/Jubilee parking lot should be strengthened. Increased park maintenance, including replacement of existing lamps, is critical to improving the visual quality of the park. Fishing access improvements in the vicinity of the raceway should be considered.

The 'Packet Parks'

Summary of Existing Conditions

Carveth and Raymond C. Betsch Packet Parks are located on the south bank of the Canal between Lockport Locks and Canal Tours new facility and Chapel Street. The parks were developed during urban renewal on deteriorated commercial properties between Market Street and the Canal. Carveth Packet Park is a half-acre park designed to accommodate picnicking and passive uses. Existing features include picnic shelter, seating and picnic benches, and numerous barbeque grilles. The park has no lighting. Raymond C. Betsch Packet Park, located directly east of Carveth Packet Park, is also a half-acre park with benches, a monument, landscaping and lighting. The most prominent feature of the park is a boardwalk/transient dock structure along the canal edge. Unfortunately, the boardwalk/dock structure was poorly designed and does not cantilever far enough over the existing, battered canal retaining wall to allow boats to safely tie up to the dock. The structure has fallen into disrepair and is currently fenced off to pedestrians. Both Packet Parks show signs of deterioration due to their age and an apparent lack of maintenance.

Proposed Packet Parks Improvements

As stated above, the Packet Parks should be studied as park of the overall canal masterplan process. Proposed improvements include the redesign and reconstruction of the boardwalk/docking. Maintenance of all park facilities should be upgraded.

Samuel C. Pecoraro Park

Summary of Existing Conditions

Samuel C. Pecoraro Park is a small, half-acre park south of the Canal located directly east of the Packet Parks describe above. This Park was a neighborhood park before urban renewal occurred and has the following features: restrooms, 4 parking spaces, a basketball court, a concrete wading pool/sprinkler,

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lighting, a playground structure and swings, and the asphalt canal trail. The Park is not well maintained and facilities in general are aging and in poor condition.

Proposed Samuel C. Pecoraro Park Improvements

Existing facilities in the park should be evaluated during the course of preparing the canal park masterplan. Appropriateness of retaining park elements should be evaluated. For instance, there has been discussion in other City parks concerning the removal of the concrete wading pool/ sprinkler due to the high level of maintenance required, the limited, seasonal use they receive, and the high level of supervision required. Maintenance of all existing facilities to be retained should be improved.

Memorial Tree Garden

The Memorial Tree Garden occupies the land between the Canal and Market Street, Pecoraro Park on the west and Nelson C. Goehle Park on the east. It was developed largely through the efforts of Lockport citizens John and Mary Brennan-Taylor who personally ordered and planted a large collection of flowering trees along the Canal. The Garden has a rose trellis at the west end and a flower garden near Goehle Park. The City has constructed an asphalt, multi-use trail throughout the length of the Tree Garden.

The Memorial Tree Garden has no active programming other than the trees, lawn and trail described above. The City mows the lawn and maintains the trail, while the Taylors are involved in maintaining and upgrading the tree collection and flower beds. The Garden appears to be in good condition because of the lack of maintenance-intensive elements in the park and the ongoing commitment of private citizens. Given the City's inability to maintain its existing park facilities, this type of passive park comprised of trees, grass and trail may be an appropriate model to consider as other canal park programs are evaluated.

Nelson C. Goehle Park

Summary of Existing Conditions

Nelson C. Goehle Park and Widewaters Marina, is a 4.5 acre park at the eastern edge of the city, south of the canal. The east end of the park is the municipal Widewaters Marina with approximately 40 boat slips, transient docking, electric and water hookups, restrooms, fuel, phone and parking (50 car capacity). West of the Marina, the Park contains picnic shelter and tables, playground and fitness equipment, and benches.

Proposed Nelson C. Goehle Park Improvements

Park facilities should be evaluated during the preparation of the proposed canal park masterplan. Proposed improvements include upgrading the floating dock system by installing bumpers and by lengthening individual boat slips. The City is planning to continue dispensing fuel to boaters. Goehle Park is the eastern gateway to Lockport. It is critical that staffing levels are adequate to provide service and information to visiting boaters. The Seaway Trail kiosk is underutilized and additional information regarding Lockport services and attractions should be provided on existing sign panels.

C. PARK AND RECREATION PLAN - See Recreational Opportunities Map, Exhibit IV.

Park and Recreation Policies

Policies for Parks

The City of Lockport enjoys an extensive park system, recreation facilities, and recreation programming. Available parkland appears to be adequate and well used by the community. However, many facilities in the parks are in poor condition and deteriorating, and landscaping has generally been neglected. A priority for the City related to parks and recreation should be to undertake a program of rehabilitating and upgrading the City's existing parks. Rehabilitation of the parks should include development of a site master

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plan for the City's major parks to be used as the basis for pursuing funding. The recent preparation of the site plan and Environmental Protection Fund application for rehabilitation of Altro Park is a good model. Priority rehabilitation projects for each of the parks are identified under the projects section below.

The City maintains many ballfields that are scattered throughout the various parks. In recent years, the number of leagues using the ballfields has declined, as some of the leagues have begun using facilities in nearby towns. A number of the ballfields lack lighting, are in poor condition, or do not meet dimension standards required for tournament play. The City should evaluate whether it is prudent to continue to maintain the same number of ballfields. The City might consider phasing out ballfields that don't meet dimensional requirements, for example, and consolidate resources to better maintain a smaller number of fields.

In addition to rehabilitating existing parks, a number of new recreation opportunities have been identified. The City of Lockport Landfill, located on the western edge of the City, has recently been closed and could be used for trail-type recreation, including cross-country skiing and bicycling. The landfill is adjacent to the Sutliff Rotary Park and the Rollin T. Grant Gulf Wilderness Area. The City should consider acquiring the small intervening parcel between the Wilderness and Rotary Parks, and incorporating and developing the Rotary Park as an extension to the Wilderness Area. A single continuous trail system could link the three properties: the Wilderness Park, the Rotary Park, and the City Landfill. The Rotary Park site could be developed as an access point to the trail system and could potentially include trailhead parking and restroom facilities. Development of an Escarpment Trail is also recommended as a way to highlight this unique feature, as well as provide a means of linking other City parks with the Erie Canal Trail. See the map *Recreation Opportunities*, Exhibit IV.5, for an illustration of these concepts.

In contrast to the City, the surrounding Towns lack park and recreation facilities, and many residents frequently make use of the City's parks. Of the City's facilities, only the City of Lockport municipal pool utilizes a two-tiered fee structure for resident and non-resident fees. The City should evaluate the potential for a broader non-resident user fee or other method of sharing cost for support of services.

Policies for Public Greens

In addition to parks with recreation facilities, the City has a number of smaller parks, referred to in the Comprehensive Plan as Public Greens. These parks, while not generally used for active recreation or organized activities, serve an important function as places for civic monuments, as visual gateways to the City, as places for informal activities, and to provide character and greenery to the urban fabric. Veterans Memorial Park and Lincoln Avenue Park are an outstanding examples of the public green as visual gateways to the City, and as places imbued with meaning and significance. These public greens are an important asset to the City of Lockport and should be preserved and maintained. The City of Lockport should undertake a comprehensive analysis of the facilities in the Public Greens and develop a program for improved maintenance, enhancement, and rehabilitation of these important civic spaces.

Policies for Trails

Lockport has two predominant landscape features, the Erie Canal and the Niagara Escarpment. The city has had great success in developing multi-use trails on the banks of the Erie Canal northeast of the city center to the Widewaters Marina. These have proven to be popular recreation facilities for residents and visitors as they link key destinations and historic sites related to the Canal. The Erie Canal trail should be extended through the city center and southwest to the city/town line. The development of an Escarpment Trail north of the Canal should also be explored. The trail could be comprised of an on-road auto and bicycle route and a nature trail that builds upon the trail network that already exists in the Gulf Wilderness Park.

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Linkages to other regional trail networks should be developed where possible, including the proposed Pendleton Bikeway and the NYSDOT Route 5 Niagara Falls to Albany Bikeway.

Park and Recreation Projects

As part of the recommended parks rehabilitation program, the City should prepare master plans for each of the City's major parks. Each master plan should identify and prioritize specific projects for new construction, historic restoration, and site or building renovation. Park master plans and associated project cost information are typically required in order to be eligible for key funding sources, such as the Environmental Protection Fund or the Environmental Bond Act. Existing conditions and key opportunities for each park are identified below.

Altro Park

Summary of Existing Conditions

Altro Park is an 8.4 acre neighborhood park on Willow Street near South Transit Street. The park has numerous active recreation facilities, including lighted tennis and basketball courts, playground, baseball and softball fields, and a fitness court. Most of the facilities are usable but in need of extensive rehabilitation.

Proposed Park Improvements

The City should relocate the Department of Youth and Recreation Services from City Hall to Altro Park and rehabilitate the park consistent with the site plan and grant proposal submitted for funding to the State Office of Parks, Recreation and Historic Preservation in October 1997. Improvements and facilities proposed include resurfacing and expansion of the parking lot, relocation of the playground and addition of new play structures, and fencing; reconfiguration of the outdoor skating rink with addition of a paved roller hockey court; resurfacing of existing tennis and basketball courts; reconstruction of the baseball field; and the construction of an eight foot wide fitness trail/multi-use loop trail with fitness stations relocated along its length. Tree and shrub planting is proposed throughout the park.

Altro Park will become Lockport's center for youth recreation and activity with the implementation of the proposed improvements.

Outwater Memorial Park

Summary of Existing Conditions

Outwater Memorial Park, at 48.5 acres in size, is Lockport's largest and most heavily used park. The northern edge of the park is formed by the Niagara Escarpment and views of the Lake Ontario plain are outstanding. It is also Lockport's most important historic park, with many extant historic features. The park has numerous active recreation facilities, ranging from ballfields and playgrounds to bocce, lawn bowling and horseshoe courts. Leagues are existing for horseshoes, bocce, lawn bowling, and volleyball facilities.

Proposed Park Improvements

Existing facilities at Outwater Memorial Park are in need of upgrading. The most important single need in the park is to renovate the existing municipal swimming pool. The structure is 32 years old and virtually all systems are in need of repair and updating. The softball field is in need of renovation and lighting improvements. Historic features that should be considered for restoration include the Donnelly Point Overlook and the Rose Garden.

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The feasibility of developing a grass, terraced amphitheater to the east of the overlook should be explored. Trail linkages to the Rollin T. Grant Gulf Wilderness Park located at the foot of the escarpment to the southeast of the park and to the proposed "escarpment trail" should be considered.

Rollin T. Grant Gulf Wilderness

Summary of Existing Conditions

The wilderness park is an 82 acre preserve at the northwestern corner of the City. It has four hiking trails and two gravel trailhead parking areas. The park is bisected by The Gulf, a creek that drains into Eighteen Mile Creek, and by the Somerset Railroad which makes daily coal deliveries in 100+ car trains to a NYSEG power generation facility on Lake Ontario. Americorps has recently completed rehabilitation of the park's trail network.

Proposed Park Improvements

Projects needing to be undertaken include maintaining and upgrading existing trails; development of new trails including mountain biking and interpretive trails; and studying the feasibility of relocating the existing sewer line that crosses the park to outside of park boundaries. The City should form an oversight committee for the Wilderness Park, as recommended by Americorps in a letter to the Mayor and City Officials dated July 22, 1997.

Sutliff Rotary Park and City Landfill

Summary of Existing Conditions

Sutliff Rotary is a 17.5 acre park at the northwest corner of the city, bounded on the north by a vacant parcel south of Niagara Street, the Somerset Railroad on the west and an undeveloped street right-of-way to the east. The park is a former Boy Scout Camp that has been acquired by the city. All facilities, including 3 buildings, gazebo, and ballfield, are unused and in various states of disrepair. The former city landfill is located directly west of the Rotary Park and has been recently sealed and is suitable for active recreational uses including hiking, biking and cross country skiing.

Proposed Park Improvements

The City should consider incorporating the Rotary Park into the Wilderness Park. This could include development of trailhead parking in Rotary Park to serve the proposed Escarpment Trail network. The feasibility of acquiring vacant parcels between Rotary Park and the Gulf Wilderness Park in order to facilitate the creation of an escarpment preserve and trail network should be explored. The City should consider the development of a trail system on the landfill site that is linked to the Wilderness Park.

Upson Park

Summary of Existing Conditions

Upson Park is a canalside park, 5.7 acres in size, bounded by steep wooded slopes and Clinton Street to the north, the Canal to the south and the Thruway Authority Dry Dock facility to the east. The steep entry drive from Clinton Street and the 25 car parking area are both paved with poorly delineated gravel and include some grass areas. Park facilities include picnic tables, BBQ grills, benches, and a portable toilet. The outlet pipe for the historic raceway is located in the park and is the beginning point for the Lockport Cave Tours. The Canalway Trail passes through the park on the historic canal towpath along the north edge of the canal.

Proposed Park Improvements

The Hydraulic Race Company, Inc. has received funding from HUD's Canal Corridor Initiative to develop some physical site improvements to the raceway in the park and to actively promote the hydraulic raceway as a tourist destination. The City should support this initiative in addition to pursuing development of

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improvements to the park as identified in the Erie-Niagara Economic Development Strategy Plan. These include the development of transient docking, a concert and picnic pavilion, a park shelter with restrooms and interpretive displays on the site's history. The entrance drive to the park is in need of improvement along with the addition of a deceleration/right-hand turning lane on the eastbound lane of Clinton Street. Screening and landscape improvements, particularly near the Dry Dock, would visually enhance the park.

Neighborhood Parks

Lockport's neighborhood parks typically have some or all of the following features: park shelter with restrooms, picnic pavilion and tables, wading pool and sprinklers, benches, baseball and softball fields, basketball courts and playground equipment. Likewise the parks share many of the same problems. Park shelters in general are in need of upgrading, particularly in Grossi, Kibler, Dudley Square and Rogers Avenue Parks. Baseball and softball fields are generally in poor condition and need to be renovated. Lighting, where existing, is difficult to maintain and should be eliminated, except for special instances such as where associated with softball fields, etc.

Because of the relatively small size of the parks and the fact that they share many of the same features and problems, an overall master plan that addresses the neighborhood parks collectively is recommended.

A number of specific issues in need of attention are identified below.

- Dolan Park: Develop facilities for picnicking including a picnic pavilion, picnic tables and grills.
- Dudley Square: Renovate park shelter.
- Grossi Park: Park shelter is in need of renovation. Provision of parking should be considered as park improvements are planned.
- Kibler Park: A picnic shelter is proposed to be constructed in the park. The development of soccer fields should be considered.
- Rogers Avenue Park: Landscaping should be added to beautify the park and to help to better define different use areas.
- William Street Park: The basketball court needs new backboards (one is missing and one is in poor condition). Provide benches and picnic tables for passive users of the park.

Public Greens

Public greens serve many important functions in Lockport. They can act as gateways into the city, enhance the visual quality of a neighborhood, and provide a setting for civic monuments. A master plan of public greens should be undertaken to identify issues and opportunities shared by all of the greens and develop common strategies for enhancement. The plan should also identify site specific opportunities. For example, the potential for constructing a fountain, commemorating the former centerpiece of Ida Fritz Park should be explored. Reintroducing the fountain would strengthen the position of this green as a gateway at the western end of downtown, and would provide a civic monument near the historic County Courthouse. Seating opportunities should be considered for Veterans Memorial Park to allow neighboring residents and hospital employees to better enjoy the park.

Trails

Erie Canal Trail - City Center to Southwest Corner of City

The Canal Corporation is planning to extend the Canalway Trail in southwesterly direction from the existing trail through the city center, west towards the Tonawandas. Southwest of the city center, the Canal was constructed in a deep rock cut. The Canal Corporation is currently studying the trail route to

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determine if the trail will be located on the existing towpath, on the northwest bank of the Canal, or on the Canal's southeast bank. The preferred route for the trail is on the historic towpath. However this may be prohibitively expensive due to the need to construct a guide rail along the full length of the rock cut section. Trail development on both banks of the canal within the City should be considered in the long term in order to create a loop, similar to the trail loop northeast of the city center.

Lockport Escarpment Trail

The proposed trail network follows the escarpment through Lockport forming a continuous loop north of the Canalway Trail. The trail network includes an on-road auto and bicycle route that follows the ridge of the escarpment with interpretive displays at key viewing locations. A nature trail component extends the existing interpretive trail network in the Gulf Wilderness along Eighteen Mile Creek to Upson Park on the Canal. An alternative trail linkage between the Gulf Wilderness Park and the Canal exists along the old Erie-Lackawanna railroad bed located in the southern corner of the City. The City should preserve the option of a future trail along this abandoned railroad corridor. Linkages to the Route 5 Niagara Falls to Albany Bikeway and to the proposed Pendleton Bikeway should be considered when developing trail plans.

Canal Parks - See Central Business District and Canal Tourism Plan section.

D. ENVIRONMENT AND OPEN SPACE PLAN

Environment and Open Space Policies

Policies to Protect the Niagara Escarpment

The Niagara Escarpment is a unique natural area and geologic formation that traverses the center of the City. Development and clearing of trees should be discouraged on those portions of the escarpment that are wooded, with the single exception of careful, selective clearing to enhance views along the escarpment. Preserving the wooded slopes is essential to preserving the existing natural character of this area of the City, the scenic quality of the escarpment, and the important bird and wildlife habitat that the vegetation provides. Other benefits of preserving the wooded slopes include erosion control, flood control, slowing down run-off, and increasing stormwater infiltration. Removal of vegetation from steep slopes causes increased run-off and erosion, flooding, decreased water quality in surrounding streams and degradation of wildlife habitat. Clearing for the purposes of opening up views should be supervised by someone knowledgeable of good forestry practices such as a professional forester or arborist.

Watercourses, Flood Zones and Wetlands Policies

Wetlands and floodplains provide important functions as buffer zones to streams, rivers, and the Erie Canal. Wetlands and floodplains trap and slow down stormwater run-off, allowing pollutants and sediments to be filtered prior to reaching watercourses. Wetlands also provide important habitat and nesting areas for fish and wildlife. As a result, development in floodplains and wetlands should be restricted in order to protect the natural environment. Wetlands are regulated by the US Army Corp of Engineers and the New York State Department of Environmental Conservation. The DEC maintains maps of New York State wetlands, but wetlands under the jurisdiction of the Army Corp of Engineers require an on-site evaluation and determination by a certified wetlands delineator. The potential for wetlands should be evaluated on a case by case basis as lands are considered for development. Development on any designated wetlands should be discouraged.

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Policies re: Known Pollution Sites

Like all cities with an industrial past, the City of Lockport has a number of industrial waste sites. The City should continue to work with the New York State Department of Environmental Conservation to expedite identification and clean-up of these waste sites.

Street Tree Policies

The City of Lockport historically was called the 'Tree City'. In the mid 1980's it was estimated to have more than 77,000 trees on publicly-owned property. During the past ten years, as the urban forest has aged, more than two thousand trees have been removed. Replanting has not kept pace with the rate of tree removal. No funding has been provided for new street tree planting during the past two years. Three years ago, when the last funding was provided for tree planting, fifty trees were planted. The visual and environmental quality of the urban forest can be easily taken for granted in a city like Lockport, where most of the existing trees were planted more than fifty years ago and are of great physical stature.

A computerized inventory of street trees is currently being developed, although progress is slow due to the large work load of the tree maintenance crew.

The following are recommended policies for managing the City's trees.

1. The City should adopt a policy to plant at least as many trees as are taken down each year, in order to preserve its considerable urban forest resource for future generations.
2. Effective management of existing trees, including tree pruning and removal, is critical to enhance public safety and minimize the City's liability exposure. The City needs to provide the manpower, equipment and resources to keep up with maintenance and removal of existing trees.
3. The City should consult with Bruce E. Robinson, NYSDEC Region 9 Urban Forestry Program Coordinator. DEC can provide coordination and technical assistance for designing a street tree program, including assistance in selecting appropriate tree species and cultivars.

Historic Preservation Policies

The high quality and relatively high concentration of historic houses and structures in Lockport is one of the City's great assets, contributing significantly to the unique character of the City and its neighborhoods. Efforts should be made to preserve these structures through encouraging renovation and preservation. This would include research for New York State and/or national historic significance, creation of additional historic districts as appropriate, and site plan review procedures which include preservation of historic characteristics.

The City's two existing National Register of Historic Places Districts, the Lowertown Historic District and the Lockport Industrial District, are both adjacent to the Canal and reflect the City's important Canal heritage. Preservation of remaining historic resources within these districts is particularly important and should be encouraged. The City should also pursue, support, and encourage interpretation, access, and other activities that have the potential to increase awareness of these designated areas.

A number of archaeologically sensitive sites have been identified within the City (see Areas of Archaeological Sensitivity map, Exhibit IV). Proposals for development within these archaeologically sensitive areas should be reviewed with the NYS Office of Parks, Recreation and Historic Preservation (OPRHP).

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Environmental and Open Space Projects

The Niagara Escarpment

The City should dedicate wooded portions of the Niagara Escarpment as a natural reserve. The recommended new zoning ordinance should consider provision of a reserve zone with restrictions on clearing and development. Enhancements to the escarpment should include development of key views and development of an interpretive program on the escarpment. The City should undertake selective clearing of vegetation at a small number of prominent locations to open up views along the escarpment. Specifically, this would occur at Outwater Park, the drive along the escarpment and at Scalzo Park. The interpretive program should include development of viewing stations with interpretation, development of a brochure describing the resource, and the development of a program of guided walks that interpret the escarpment.

Street Tree Projects

The following is a list of projects to be implemented to ensure effective management of the City's urban forest resource:

1. Complete street tree inventory and identify critical, hazardous trees to be removed.
2. Adopt a list of recommended street and park tree species and cultivars for new tree planting.
3. Reinstate annual tree planting budget and prioritize areas for new tree planting. Look at alternative, low cost methods for tree planting, including planting bareroot trees with volunteers. Bareroot trees can be purchased for approximately \$30.00 each and are very light and easy to handle. Trees could also be donated. See *Street Trees and Sidewalks, Tree Planting Details* and *Parking Lot Planting*, Exhibit II, for urban design guidelines for street tree planting.

Historic Preservation Projects

The following projects are recommended .

1. Create an awards program to honor people who renovate historic buildings, replace inappropriate signage with attractive historic signage, etc.
2. Consider the creation of a local historic district in the Pine, Locust and Willow Street area as a way to provide greater protection and recognition of the historic housing stock. A local Historic District Bylaw allows local control of the outer appearance of alterations and additions to existing buildings, as well as the appearance of new construction within the local historic district. The Historic District Bylaw offers effective oversight of architectural style and materials, and when combined with site plan review can be an effective tool for preserving the historic character of a community.
3. Create a program to recognize and interpret the unique stone architecture of the City of Lockport. The City enjoys a concentration of stone architecture, a legacy of the Erie Canal stone masons that lived in the area. Developing attractive plaques and a companion interpretive brochure that highlights *Lockport's Stone Houses* would increase awareness among residents as well as provide a guide for tourists who want to explore the City on their own. The slide show on stone architecture that is in the library's local history section should be duplicated and made available for viewing at tourist information locations such as the information center at the Dale Association Senior Centre.

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E. TRANSPORTATION PLAN

Transportation Policies

Policies re: New York State Routes

New York State highways, specifically routes 78, 31 and 93, carry the life blood of the region to the heart of Niagara County, the City of Lockport. Lockport should continue to monitor and support the New York State Department of Transportation and Niagara Frontier Transportation Committee in their efforts to study state highways and make improvements as needed to enhance traffic movement in and out and through the City of Lockport. This is not only for the convenience of residents but also for the enhancement of business and tourism.

It is anticipated that the recently completed Route 78 (Transit Road) reconstruction south of the City, along with the aforementioned signalization and intersection improvements, will result in relief to the previously experienced difficulty during peak travel times at the intersections of Transit Road with Robinson, Donner, Fisk, Dunnigan, and North Tonawanda Creek Roads, as discussed in the Inventory of Existing Conditions. Other projects which the NYSDOT should be encouraged to undertake include the reconstruction of Route 78 from Main Street north and the reconstruction of Route 31 (East Avenue) from Washburn Street to the City Line.

Policies re: the Lockport Expressway

The Eastern Niagara County Chamber of Commerce and other groups promoting the extension of the Lockport Expressway should be supported in their efforts. The extension would spur economic development through more efficient highway access between Lockport and the Greater Buffalo area for residents, business travelers and tourists.

Policies re: New York State Bridges

The NYSDOT should be encouraged to move forward with planned bridge improvements on an accelerated schedule, especially those projects placing back into service the Exchange Street and Prospect Street bridges currently closed due to disrepair.

Policies re: the Lockport Bypass

As Transit Road south of and in the southern portion of the City of Lockport develops, traffic problems will only become worse. Further rerouting of traffic, especially truck traffic, off of this road will help ease the situation. The City should support and encourage efforts to study and implement an extension of the Lockport Bypass. Traffic moving between points north of the South Transit Road business corridor and areas south of Lockport would more likely stay off Transit Road if there were a reasonable and consistent course to follow off this route. Future improvements to connectors to the Lockport Bypass such as Summit Street should also be studied.

Policies re: the Town of Lockport Master Plan

With the close proximity and obvious connection between the City and Town of Lockport, a furtherance to a spirit of cooperation should be sought between the two entities. City representatives should work with the Town of Lockport to ensure that proposals and consequent projects resulting from their ongoing master plan project are consistent with plans and goals of the City of Lockport and not detrimental in any way. A unified look into certain adjoining or interrelated areas such as the South Transit Road business corridor should be made to ensure consistent and positive results for both the City and Town of Lockport. A joint City/Town committee should be established to open lines of communication.

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Policies re: the Capital Improvements Program (CIP)

The comprehensive planning process is the first step in a multi-step approach to moving the City into the 21st Century. The City Council should continue to work with the CIP committee to update the CIP on an annual basis, identifying, prioritizing and implementing roadway maintenance and expansion projects. Projects identified through the comprehensive planning process should be incorporated into the CIP.

Policies re: Downtown Parking

As shown previously, existing public parking areas in the downtown area exceed current needs. An assessment should be made of parking needs at the time of urban renewal agreement expiration in 2002, considering a reasonable projection of future need. There is the potential as the CBD evolves that certain existing parking areas may not be needed and that land could be converted into better uses as developable property.

Policies re: Railroad Service

The existing rights-of-way, trackage and facilities of Lockport's railroad lines are assets for continued railroad use in selected locations, for new transportation or recreation uses and for incorporation into new uses as parts of future development projects. An important goal and major challenge for Lockport is to ensure continuing rail service to the City for both industrial freight handling purposes and scenic rail tourism. Owners and users of rail facilities should be encouraged and supported in their efforts to operate and maintain them as potential new uses are solicited in these areas of the City.

Policies re: Air Transportation Service

Obviously, the more you have to offer to prospective businesses, the better your chances to have them locate to your area. Enhanced air freight and passenger handling capabilities not only increases business support opportunities, it also increases the potential of attracting tourists. Niagara County efforts to expand commercial passenger and freight services at the Niagara Falls International Airport should be supported as they enhance the capability of the City of Lockport to expand business and tourism opportunities.

Transportation Projects

As land use changes are implemented in accordance with other sections of the Comprehensive Plan, the existing transportation systems in the area of each modified use should be studied to determine relative needs at that time. An example of this would be the development of the large tract of land near Tudor Lane on the east side of the City into high density residential. The existing road and mass transit systems should be evaluated and necessary lane, signalization and sidewalk improvements made to accommodate expected demand. In such a situation it may also be beneficial to extend a bus route to these areas to encourage development.

While many of the proposed changes in land use will require little or no improvements to the existing transportation systems, these are several which deserve further attention due to their relative size and/or lack of transportation infrastructure necessary to accommodate substantial development. They include:

1. Summit Street/State Street commercial area
2. Oakhurst Street low/medium density residential area
3. North Adam Street/Old Niagara Road low density residential area
4. Market Street medium density residential area near the Country Club

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F. INFRASTRUCTURE PLAN

Infrastructure Policies

Policies re: the Wastewater Treatment Plant (WWTP)

The City of Lockport WWTP is a tremendous asset which should be utilized to its fullest extent. The plant is currently operating at approximately one-half of its capacity under dry weather conditions. Continued serious effort should be put forth in reducing wet weather flows. This will provide for further development within the City and also help to lower costs to everyone by offering unused capacity to the Town of Lockport.

Policies re: Sanitary and Storm Sewer Separations

As roadway improvements advance and other major right-of-way disturbances occur, strong consideration should be given to sanitary/storm sewer separations. As described in the Collection System section of the Inventory of Existing Conditions, much of the City's sewer system carries both sanitary waste and storm water to the wastewater treatment plant for treatment, unnecessarily treating relatively harmless rainwater. On a case by case basis, where practical, new storm sewers could be installed to reduce the amount of surface runoff being treated by the WWTP. This provides further available capacity for other uses as noted above.

Policies re: Combined Sewer Overflow (CSO) Elimination

Tied in with sanitary/storm sewer separation and inflow and infiltration elimination is the combined sewer overflow (CSO) elimination program. From an environmental standpoint, elimination of these discharges of raw sanitary sewage into local water bodies is a must which should be continued.

Policies re: the Town of Lockport Master Plan

As shown in the Transportation Policies section, with the close proximity and obvious connection between the City and Town of Lockport, a furtherance of a spirit of cooperation should be sought between the two entities. City representatives should work with the Town of Lockport to ensure that proposals and consequent projects resulting from their ongoing master plan project are consistent with plans and goals of the City of Lockport and not detrimental in any way. A unified look into certain adjoining or interrelated areas will ensure the highest extent of intermunicipal cooperation and efficient use of existing resources. The previously mentioned joint City/Town committee should be established to further this cooperative effort.

Policies re: the Capital Improvements Program (CIP)

The comprehensive planning process is the first step in a multi-step approach to moving a city into the 21st Century. The City Council should continue to work with the CIP committee to update the CIP on an annual basis, identifying, prioritizing and implementing water and sewer system maintenance and expansion projects.

Policies re: Consolidation and Sharing of Services

In today's age of consolidation and efficiency-minded planning, the City of Lockport should look to other areas in which services or resources can be shared either with other local governments or with private entities based on cooperation agreements. Facilities such as the co-generation power and wastewater treatment plants servicing the Delphi-Harrison Thermal Systems plant should be looked at to evaluate the potential for a cooperative sharing of resources.

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Infrastructure Projects

Development Related Projects

As land use changes are implemented in accordance with other sections of this Comprehensive Plan, the existing water and sewer systems in the area of each modified use should be studied to determine relative needs at that time. An example of this would be the proposed development of the large tract of current agricultural land in the Summit Street/State Street area. With the Ruhlmann/Main sewer interceptor located in the area, sanitary sewer service could potentially be accomplished relatively simply with installation of collector lines in the immediate area. Such extensions, following land rezoning, would render this area as prime development property especially considering its close proximity to the Lockport Bypass (NYS Route 93). Other areas which deserve further study as development occurs include:

1. Proposed medium density area on Market Street near the Country Club which is tributary to the Market Street interceptor
2. Proposed high density residential area near Tudor Lane in the City's east side which is tributary to the South East interceptor
3. Proposed industrial and low/medium density residential area in the Oakhurst Street/Heath Street area which has no sewer service. Adequate water supply would also need to be studied in this area.

Several other areas proposed for land use changes that will require minimal modifications to the existing sewer systems.

While sewer extensions will be necessary in areas slated for certain proposed changes in use, and other areas of use, changes can be accommodated with systems that currently exist, still other areas fall into another category. It would most likely not be cost-effective to extend sewers into areas such as the vacant land in the North Adams Street/Old Niagara Road area to support proposed low density residential uses. Such areas may be best served by on-site sewage disposal systems (septic systems).

City/Town Sewer Agreement

As with the earlier recommendation to work closely with the Town of Lockport during its master planning effort, negotiations are currently underway on the City of Lockport/Town of Lockport sanitary sewer agreement which is expiring in 1999. The outcome of talks on this formerly thirty-year contract will affect many things in the City of Lockport including:

1. Potential for and extent of further development in the City as capacity is dedicated to the Town
2. Sewer user costs as the share of capacity is delegated between the respective municipalities

It is recommended that a balance be struck between the commitment of currently unused plant capacity and financial gains to obtain the highest possible funding source from the Town while reserving capacity for future growth in the City. As previously stated, the more users in the treatment system, the less cost for everyone. However, development opportunities in the City of Lockport must not be discounted or prevented.

G. ECONOMIC DEVELOPMENT PLAN

For purposes of this plan, economic development is defined as the creation and retention of jobs, attraction of new capital investment, and increase in tax base. Jobs and capital investment are created through

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retention and expansion of existing businesses and attraction of new businesses to the City. Tax base is increased in three ways:

1. Adding to the property tax rolls through attracting new development;
2. Increasing the value of existing property through code enforcement, maintenance and capital investment in transportation and public facilities which enhance development, and assisting private owners to revitalize aging properties through loans, grants and technical assistance; and
3. Adding sales tax revenue by attracting and retaining retail establishments.

Tax base in the City of Lockport is particularly stressed because state and federal aid has been decreasing while at the same time commercial and industrial businesses have been leaving the City, thus increasing the tax burden on the remaining residential properties. An opportunity to increase the City's tax base is created by the growth of the Buffalo metropolitan area in the direction of Lockport. An aggressive economic development program can help to attract some of the growth to the City which is now going to the Town of Lockport, including new business and residential development.

The following economic development program is recommended:

1. *Business Development:* An aggressive outreach effort is recommended to retain existing business and industry and attract new companies to the City. This should include continuation of the efforts of the Greater Lockport Development Corporation and its financial assistance programs, including accelerated efforts to obligate a larger percentage of its loan pool; consideration of a "mini" loan program (c. \$5,000) to assist small and start-up businesses; provision of technical assistance, including training programs for industry; public improvements for site improvement and expansion projects; streamlining the development permitting and review process, including a one-stop permitting office; and continued working with owners to market available sites, including creation of a marketing brochure with general information and list of available sites, and an advertising campaign.
2. *Housing Development:* The housing development program includes upgrading of existing housing through continued participation in US Department of Housing and Urban Development and NYS funded housing programs; aggressive code enforcement to improve housing conditions and disallow continued conversions of single family houses to multi-family use, as recommended in the Land Use section above; consideration of a new Housing Code specific to Lockport and creation of a Housing Court to provide better enforcement; and working with property owners and realtors to develop new housing, as discussed in the Land Use projects section above.
3. *Participation in Regional Economic Development Efforts:* Cooperate with the efforts of the Town of Lockport, Niagara County, the Eastern Niagara Chamber of Commerce, and the Greater Buffalo Partnership to bring economic development to the region as a whole.
4. *Public Improvements:* Invest in public improvements to keep up appearances in the City and improve the quality of life, including parks, trails, street trees, transportation and infrastructure, as recommended in this plan.

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H. ZONING RECOMMENDATIONS

Overall, Lockport's Zoning Ordinance (Chapter 190 of the Code of the City of Lockport, as amended, including the Zoning Map) is the city planning tool which will have the broadest impact in implementing the Comprehensive Plan. The Zoning Ordinance affects all properties, owners, tenants and businesses located in the City. It is the instrument most relied upon to achieve harmony and compatibility in the progressive development of Lockport within the Eastern Niagara Region. It is equally important in matters of conservation, substantial rehabilitation, development and redevelopment. The credibility of the City's planning rests on the strength of the ordinance and its use.

Broad community participation is key in good, up-to-date, progressive zoning, because zoning is a legislative enactment. The reconnaissance of the City's neighborhoods and districts undertaken for the plan has revealed numerous weaknesses and inconsistencies between existing land use and the City's current zoning. For all these reasons, it is recommended as a main policy of the Comprehensive Plan that the City's Zoning Ordinance be comprehensively reviewed, upgraded and re-enacted as soon as possible.

The Zoning Ordinance and Map should be upgraded to:

- Ensure a close synchronization with the Comprehensive Plan once the Plan has been adopted. The Future Land Use Plan element of the Comprehensive Plan should be used as a guide to updating the City's Zoning Map. At the same time, a new Zoning Map should be prepared which shows property parcels and is far more legible than the existing map.
- The design standards included in the Comprehensive Plan text should be used as a starting point for the creation of a comprehensive Site Plan Review article which should be added to the Zoning Ordinance, in accordance with current New York State Law and practise.
- The comprehensive Zoning Ordinance updating process should specifically address administrative issues such as the roles of the City Administration, Code Enforcement Officer, Planning Commission, other Advisory Boards and the Zoning Board of Appeals with respect to coordination with planning and economic development goals, amendments, special use permitting, any overlay zones, interpretations of the code, and area and use variances.
- The district types and their application to areas within the City should be reviewed and made to conform more closely to existing land use and future land use designations as shown in the plan. District mapping should be based on: (1) existing predominant land use, (2) the Future Land Use Map and policies of the Comprehensive Plan and (3) the City's economic development program and needs. It is recommended that a Mixed-Use (MXD) district be added to the Ordinance and Map, one which is suitable for use in several mixed-use (office, retail and residential) areas of the City, including South Transit Street and East Avenue. Permission for new uses in the MXD district would be based on site plan review with careful review of existing lot and building size and the enforcement of standards for ingress and egress, landscape buffering and lighting and signage.
- The Zoning Map should be reviewed and updated, as indicated above, using as its base map the computerized mapping of Lockport (which accurately depicts all parcels) prepared as part of the Comprehensive Plan project.
- District Regulations should be revised as follows: Review and update the lists of permitted principal, special and accessory uses allowed in each of the districts, using a broadly-based Advisory Committee of Lockport citizens and business people as well as City staff for this purpose; update the purpose sections for each of the districts (e.g., for the B-2 Central Business District zone (Article VIII) update the purpose statement to reflect the fact that the CBD serves the larger region as a specialized office, retail, entertainment and meeting center); review the B-5 Business District (Article XA) regulations to

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ensure that they are distinct from the Central Business District regulations; review the RA Reserve Area (Article XIV) district regulations to ensure their fit with the completed Comprehensive Plan but retain this district as one which is clearly appropriate to the City's unique topographical and geological conditions; consider creation of special waterfront zoning along edges of the Erie Canal as it traverses Lockport; consider creation of an EPOD – Environmental Protection Overlay District with special environmental review provisions for sensitive areas of the Niagara Escarpment, 18 Mile Creek, wetlands, steep slopes and woodlands.

- The article pertaining to the Zoning board of Appeals should be updated to reflect recent NYS legislation clarifying standards for the issuance of use and area variances.
- Creation of a new article authorizing the use of the Incentive Zoning tool now authorized by the State of New York should be considered for such special areas as downtown and major commercial and/or industrial areas. Incentive zoning allows municipalities like Lockport to negotiate with developers in a process where developers offer to provide public improvements or services, called “public amenities”, which are of broad public benefit to the entire community. In these cases, the City may offer a “zoning incentive” to the developer, consisting of a modification or reduction of a zoning requirement. In all such cases, State law requires that the kinds of amenities and incentives be specifically defined, including the districts affected, in the Zoning Ordinance.
- Review and updating of the zoning ordinance should be coordinated with a comparative review of other code provisions and laws affecting development and conservation in Lockport. This would include the New York State Housing Code provisions now being used the City, New York State and Niagara County health regulations, the New York State Uniform Fire Prevention and Building Code, and the City's Subdivision Regulations.

The goals of the updating should be to produce a zoning ordinance which has a high degree of credibility among the citizens and businesses of Lockport, one which is easily understood and “user friendly” and which advances the cause of good planning and development.

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IV. COMPREHENSIVE PLAN IMPLEMENTATION

A. IMPLEMENTATION OF COMPREHENSIVE PLAN POLICIES

Policies are in many ways the most important and the most far-reaching elements of the Comprehensive Plan. They represent the City of Lockport's agreed upon philosophy and intentions regarding land use development, parks, transportation and infrastructure, and economic development. They will be implemented by the Planning and Zoning Board in reviewing projects and by executive offices in carrying out the work of the City. The Plan's policies should be understood by not only the City's elected officials and department heads, but also by City employees and members of the important boards and committees which carry out the City's day-to-day business.

B. PROJECT IMPLEMENTATION

For each project proposed in the plan, an action team should be assembled, including a lead agency and appropriate support groups, as described in the Project Implementation table, below. The team should review the project proposal, tour the project site (if any), and assign project responsibilities and an implementation timeline.

For projects which involve real estate development, it is suggested that the Greater Lockport Development Corporation assume a larger role in development marketing than has been true in the past. The GLDC should work with the Department of Community Development to 1) create a program for general marketing of the City's development potential, 2) provide a forum for discussion with potential real estate developers and new businesses, and 3) actively seek private developers for individual sites.

Site marketing should begin with preparation of a general development brochure for the City, and include coordination with property owners, identification of target markets (industrial sectors, developers, builders, funding agencies, etc.). Names, addresses and phone numbers of contact persons should be assembled. Initial contact should be by phone, followed by a letter describing the project in detail. Interested parties should be invited to Lockport for a tour, and a discussion of feasible incentives available, and developers should be encouraged to submit a proposal.

In addition to marketing of development sites, full implementation of the Comprehensive Plan will involve significant new directions for the City. It is suggested that the City consider commissioning a study to review City Department structure and management responsibilities. This should have as its goal clearer lines of control and more effective coordination between departments, especially those concerned with planning, development, code enforcement and public works.

C. UPDATING OF THE COMPREHENSIVE PLAN

The Comprehensive Plan should be updated every two to five years, depending on the pace of land use and economic development change in the City. Updating will involve identification of any changes in the use or density of use on large parcels; discussion of land use and development issues which have arisen since the adoption of the plan and/or more detailed planning which might be needed in specific areas in response to conditions unanticipated at the time of plan preparation. Any changes in Plan policies or projects occasioned by these events should be addressed in written form and adopted as plan amendments.

CITY OF LOCKPORT COMPREHENSIVE PLAN

CITY OF LOCKPORT COMPREHENSIVE PLAN PROJECT IMPLEMENTATION

PROJECT	LEAD CITY AGENCY	SUPPORT GROUPS	TIME SCHEDULE
Land Use Projects			
New Residential, Commercial and Industrial Projects	Greater Lockport Development Corp. and Dept. of Community Development	<ul style="list-style-type: none"> • Property Owners • Real Estate Developers • Greater Lockport Develop. Corp. • Local Businesses • E. Niagara Chamber of Commerce • Federal, State & Local Development Funding Sources 	On-going
Park and Recreation Projects			
Individual Park Improvements	Depts. of Engineering and Youth & Recreation Services	<ul style="list-style-type: none"> • Department of Highways & Parks • Dept. of Community Development • NYS Office of Parks, Rec. & Hist.Pres. • NYS Dept. of Environ. Conserv. • Neighborhood & Interest Groups 	On-going
Canal Trail	Dept. of Engineering	<ul style="list-style-type: none"> • Lockport Canal Devel. Task Force • NYS Canal Corp. • NYS Office of Parks, Rec. & Hist.Pres. • Depts. Of Com. Dev., Hwys & Parks, Youth & Rec. Services • NYS Dept of Environ Conserv. 	5-10 years
Lockport Escarpment Trail	Dept. of Engineering	<ul style="list-style-type: none"> • Lockport Canal Devel. Task Force • NYS Office of Parks, Rec. & Hist.Pres. • NYS Dept of Environ Conserv. • Depts. Of Hwys & Parks, Youth & Rec. Services 	Long-Term
Environmental and Open Space Projects			
Niagara Escarpment	Depts. of Engineering and Highways & Parks	<ul style="list-style-type: none"> • NYS Office of Parks, Rec. & Hist.Pres. • Neighborhood Groups 	5-10 years
Street Trees	Dept. of Highways & Parks	<ul style="list-style-type: none"> • Urban Community Forestry Assistance Program (NYSDEC) 	Immediate
Historic Preservation	Planning Board/Depts. of Bldg. Inspection & Community Development	<ul style="list-style-type: none"> • City Historian • Lockport Historic Pres. Assn. • Historic Lockport • Niagara Co. Historical Society • E. Niagara Chamber of Commerce 	5-10 years

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CITY OF LOCKPORT COMPREHENSIVE PLAN PROJECT IMPLEMENTATION, Cont'd

PROJECT	LEAD CITY AGENCY	SUPPORT GROUPS	TIME SCHEDULE
Transportation Projects			
Road Improvements	Dept. of Engineering	<ul style="list-style-type: none"> • Department of Highways & Parks • NYS Dept. of Transportation • Niagara Co. Public Works Dept. 	On-going
Mass Transit Improvements	Office of the Mayor	<ul style="list-style-type: none"> • Niagara Frontier Transp. Auth. • Rural Niagara Transportation Serv. • Dale Assoc. Senior Centre 	As Needed
Infrastructure Projects			
Development Related	Dept. of Engineering	<ul style="list-style-type: none"> • Depts. of Util., Wastew. & Water • NYS Dept. of Environ. Conserv. • Niagara Co. Health Dept. 	On-going
City/Town Sewer Agreement	Office of the Mayor	<ul style="list-style-type: none"> • Dept. of Engineering • Corporation Counsel 	Immediate
Combined Sewer Separations	Dept. of Engineering	<ul style="list-style-type: none"> • Depts. of Util., Wastew. & Water • NYS Dept. of Environ. Conserv. • Niagara Co. Health Dept. 	On-going
Economic Development Projects			
Business Development	Greater Lockport Development Corp. and Dept. of Community Development	<ul style="list-style-type: none"> • Local Businesses & Prop. Owners • Real Estate Developers • Lockport City Business Assn. • E. Niagara Chamber of Commerce • Empire St. Devel. Corp. & other Fed., St., & Local Funding Sources • City Improvement Committee 	On-going
Housing Development	Department of Community Development	<ul style="list-style-type: none"> • Property Owners • Real Estate Developers • Fed., St. & Local Funding Sources • E. Niagara Chamber of Commerce • Dept. of Building Inspection • Corporation Counsel • City Improvement Committee 	On-going

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CITY OF LOCKPORT COMPREHENSIVE PLAN PROJECT IMPLEMENTATION, Cont'd

PROJECT	LEAD CITY AGENCY	SUPPORT GROUPS	TIME SCHEDULE
Economic Development Projects, Cont'd			
Regional Economic Development	Office of the Mayor	<ul style="list-style-type: none"> • Dept. of Community Development • Town of Lockport • Niagara Co. Dept of Planning, Development & Tourism • E. Niagara Chamber of Commerce • Greater Buffalo Partnership • Empire State Development Corp. 	On-going
Public Improvements	Mayor & Common Council	<ul style="list-style-type: none"> • Departments of Engineering, Highways & Parks, Utilities & Wastewater/Water Operations 	On-going
Zoning Ordinance			
Text and Map - Comprehensive Revision	Planning and Zoning Board	<ul style="list-style-type: none"> • Mayor and Common Council • Zoning Board of Appeals • Corp. Counsel & Depts. of Bldg Inspect., Eng., Com. Develop. • Citizens Groups & Prop. Owners • Niagara Co. Plan. Dept & Board • E. Niag. Chamber of Commerce 	Immediate
Adoption	Mayor and Common Council		Immediate
Central Business District and Canal Tourism Projects			
Big Bridge Area Design	Dept. of Engineering	<ul style="list-style-type: none"> • Lockport Canal Devel. Task Force • NYS Canal Corporation • Involved Property Owners/Tenants • Downtown & Canal Businesses • Lockport City Business Assn. 	5-10 Years
Parking Lot Improvements	Dept. of Engineering	<ul style="list-style-type: none"> • Involved Property Owners/Tenants • Lockport City Business Assn. • Union Station Development Corp. • Canal Development Task Force • Urban Community Forestry Assn. (NYSDEC) 	5-10 Years

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CITY OF LOCKPORT COMPREHENSIVE PLAN PROJECT IMPLEMENTATION, Cont'd

PROJECT	LEAD CITY AGENCY	SUPPORT GROUPS	TIME SCHEDULE
Central Business District and Canal Tourism Projects, Cont'd			
Main Street Boulevard	Dept. of Engineering	<ul style="list-style-type: none"> • Depts. of Hwys., Com. Dev., Util. • NYS Dept. of Transportation • Niag. Frontier Transp. Com. • Lockport City Business Assn.. 	Immediate
South Block	Greater Lockport Development Corp., and Dept. of Community Development	<ul style="list-style-type: none"> • Real Estate Developers • Federal, State & Local Development Funding Sources • Lockport City Business Assn. • E. Niagara Chamber of Commerce 	Immediate
Union Station	Union Station Development Corp.	<ul style="list-style-type: none"> • Dept. of Community Development • Community Groups • Lockport City Business Assn. • Fed., St., & Local Funding Sources 	Immediate
Downtown Parking	Dept. of Engineering	<ul style="list-style-type: none"> • City Clerk • Police Dept. • Lockport City Business Assn. • Downtown Businesses 	5-10 Years
Canal Corridor Initiative	Dept. of Community Development	<ul style="list-style-type: none"> • Lockport Canal Devel. Task Force • Canal Tourism Businesses • Western NY Canal Coalition • US Dept. of Hsg. & Urban Dev. 	Immediate
Canal Heritage Corridor	Dept. of Community Development	<ul style="list-style-type: none"> • Lockport Canal Devel. Task Force • Canal Tourism Businesses • Western NY Canal Coalition • US Dept. of Hsg. & Urban Dev. 	5-10 Years
Federal/State Canal Development	Dept. of Community Development	<ul style="list-style-type: none"> • Lockport Canal Devel. Task Force • Canal Tourism Businesses • Western NY Canal Coalition • US Dept. of Hsg. & Urban Dev. 	Immediate
Canal Improvement District	Dept. of Community Development	<ul style="list-style-type: none"> • Downtown Businesses • Lockport City Business Assn. • Planning Board 	Long-Term
Canal Parks Master Plan	Dept. of Engineering	<ul style="list-style-type: none"> • Dept. of Highways & Parks • Lockport Canal Devel. Task Force • NYS Office of Parks • NYS Dept. of Environ. Conserv. • Dept. of Youth & Rec. Services 	Immediate

CITY OF LOCKPORT COMPREHENSIVE PLAN

EXHIBIT I

TABLES

1. Vacant and Agricultural Land
2. Neighborhood Parks
3. District Parks
4. Public Greens
5. Canal Parks
6. Inactive Hazardous Waste Disposal Sites

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**Table 1
City of Lockport
Vacant and Agricultural Land**

<u>Parcel/Location</u>	<u>Acreage (approx.)</u>	<u>Description/Development Potential</u>
1. Land directly adjacent to and paralleling the Erie Canal between the southwestern corner of the City and the intersection of West Genesee and South Transit Streets	65+ est.	<p>Level ground; vacant industrial buildings apparent in sections on western section of the parcel. Dense vegetation. The predominance of vegetation such as cattails, sumac and sedges indicates that portions of this vacant ground are fairly moist. This site is near two inactive waste dumps and groundwater from these waste sites may cross this parcel of vacant land to drain into the Erie Canal.</p> <p>Because of its proximity to the historic Erie Canal, this land has good development potential, particularly for recreational purposes.</p>
2. Two abandoned railroad beds— between the southwestern corner of the City and Genesee Street, and between the southwestern corner of the City and Park Avenue	18.5 est.	<p>Level ground; surface primarily covered with crushed stone (tracks and railroad ties have been removed, leaving the stone base). The vacant railroad line running between Hinman Road and West Genesee Street is adjacent to and parallels Parcel 1 of vacant land along the Erie Canal.</p> <p>The narrow, linear nature of this parcel, which is connected to the City of Lockport’s downtown, and its proximity to the previously mentioned parcel of vacant land, gives it good development potential particularly for recreational purposes.</p>
3. Bounded by Michigan Street, Park Avenue, South Niagara Street and Bristol Street	16 est.	<p>Level ground; obviously used previously for industrial use; some vacant industrial buildings still exist on the site; bisected by an active railroad line; bounded on two sides by industrial development and medium-density residential neighborhoods on the other. Residential or industrial development potential.</p>
4. A triangular area between Park Avenue, Rollin T. Grant Gulf Wilderness Area and Park Avenue. Heath Street and a portion of Oakhurst Street run through the parcel.	43 est.	<p>Level topography in the southern portion of the parcel, becoming rolling hills north of Oakhurst Street. Pockets of dense vegetation interspersed with open fields. Land on either side of Heath Street appears to previously have been industrial. Land north of Oakhurst Street appears to previously have been agricultural fields. This land appears to have good development potential.</p>

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5. East of Gulf Wilderness, north of the Escarpment and West of Gooding Street. Bisected by Glenwood Avenue and Conrail.	80 est.	Very steep slopes (estimated at nearly 50 percent slopes in some areas) along the escarpment; rolling hills with areas of level ground to the north. Dense vegetation, primarily forest trees and shrubs. Bounded by industrial and residential. Development potential on this parcel of vacant land appears to be poor, due to steep slopes.
6. Bounded by Eighteen Mile Creek, Mill Street, and Clinton Street	12 est.	Relatively level ground with steeper slopes near the creek. Several vacant industrial buildings located between Mill Street and Eighteen Mile Creek. Bounded by industrial and low to medium-density residential. Weedy vegetation. There appears to be good development potential for this parcel.
7. Bounded by Gooding Street, Clinton Street, Scovell Street, and Monroe Street.	5 est.	Steep slopes in the northern portion. Surrounded by medium-density residential neighborhoods on three sides and by industrial to the south. Good development potential for housing.
8. McCollum Farm/Carveth Estate	120 est.	Probably the largest contiguous piece of developable land within the City of Lockport. Much of the property was formerly in fruit crop production. The orchards have been abandoned and the land is currently second growth woodland. The site is relatively level and has excellent access from Old Niagara Road, North Adams Street, Olcott Street and Lake Avenue. Excellent development potential, most likely for residential since it is surrounded by residential development.
9. Between North Adam, Chapel and Garden Streets and an active railroad	7 est.	Relatively level near Garden Street, up to the south. Relatively steep slope on south edge, estimated to be nearly 30 percent. Mown lawn along Garden Street, and dense vegetation near the railroad. Bounded by mixed use and medium-density housing land uses. Has development potential, although the slope on the southern portion of the site would present some development challenge.
10. Between Market Street, Falls Road Railroad Co., and the Town & Country Club	10 est.	Mixture of level and rolling topography. Open fields interspersed with forest vegetation. Good development potential.

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11. Between South and High Streets, Kibler Park and Davison Road	47 est.	Level ground, gently sloping from either side to the stream channel of 18 Mile Creek, which runs through the site. The eastern portion of the parcel is considered a 100-year flood plain. In general the parcel is wooded and appears not to have been previously developed. A mixed-use office/roadside commercial strip mall is located along the eastern-most boundary of the parcel, and medium to high-density residential land uses are adjacent to the other boundaries. This parcel has good development potential.
12. Between Davison Road, the Niagara County Golf Course and High Street	6 est.	Level ground; wooded; does not appear to previously have been developed. Most of the parcel is in a 100-year flood plain.
13. Agricultural land in SW corner of City. Bounded by State Road on the west, Ruhlmann Road on the south, and extending north of Summit Street.	113 est.	Level land in prime location with excellent access from City streets and NYS Route 93. Excellent development potential.
14 Parcel situated between the Rollin T. Grant Gulf Wilderness Park and the Sutliff Rotary Park.	6 est.	The site is located on the escarpment and consists of steep wooded slopes which are an extension of the adjacent Rollin T. Grant Gulf Wilderness Park natural area. Development is severely restricted due to the steep slopes.
15. Triangular piece of land in SW corner of City bounded by Hinman Road to the north, the municipal line to the west and a railroad line to the southwest.	11.6 est.	Level topography with excellent access from Hinman Road. Surrounded by industrial uses in the City and residential in the Town. Excellent development potential.
Total Estimated Acreage of Vacant and Agricultural Land	560+ est.	

CITY OF LOCKPORT COMPREHENSIVE PLAN

**Table 2
City of Lockport
Neighborhood Parks**

<u>Name/Location</u>	<u>Acreage</u>	<u>Facilities/Amenities</u>
Altro Park Comer of Willow and Cottage Streets	8.4	Restroom / Program building Softball field Hardball field Lighted basketball court Lighted tennis courts Lighted ice skating rink Wading pool / sprinkler Fitness equipment Playground equipment Gravel parking lot Picnic tables Benches
Dolan Park, Bounded by Olcott, Clinton and Vine Streets and Lake Avenue	7.4	Restroom / programming facility Softball field Hardball field Basketball court Wading pool / sprinkler Lighted skating rink Playground equipment Picnic tables Benches Bleachers
Dudley Square, Bounded by Adam, Union and Chapel Streets; railroad parallels northern perimeter	2.12	Restroom / programming facility Baseball field Basketball court Picnic tables Benches Playground equipment
Grossi Park, Bounded by West Avenue and Ohio, Stevens and New York Streets	2.71	Restroom / programming facility Baseball field Basketball court Wading pool / sprinkler Barbecue grill Picnic tables Playground equipment

CITY OF LOCKPORT COMPREHENSIVE PLAN

<p>John Henry Park, Bounded by Corinthia, Phelps and Prospect Streets and the playing fields of North Park Middle School</p>	<p>2.60</p>	<p>Community garden plots Covered picnic shelter Picnic tables Drinking water fountain Water hydrants Service road for gardeners</p>
<p>Kibler Park, Bounded by Park Lane Circle, Elmwood Avenue and Reed Street; directly north of Roy B. Kelly Elementary School</p>	<p>19.0</p>	<p>Restroom / program facility Softball field Hardball field Basketball court Wading pool/sprinkler Volleyball poles Playground equipment Picnic tables Benches Paved parking along northern perimeter</p>
<p>Rogers Avenue Park, Corner of Rogers Avenue and Union Street; directly across from Washington Hunt Elementary School</p>	<p>1.0</p>	<p>Restroom / programming facility Basketball court Wading pool / sprinkler Playground equipment</p>
<p>William Street Park, The corner of William and Gooding Streets</p>	<p>1.4</p>	<p>Restroom / programming facility Basketball court Wading pool / sprinkler Playground equipment</p>
<p>Total Acreage of Neighborhood Parks</p>	<hr style="width: 100%;"/> <p>44.63</p>	

CITY OF LOCKPORT COMPREHENSIVE PLAN

**Table 3
City of Lockport
District Parks**

<u>Name/Location</u>	<u>Acreage</u>	<u>Facilities/Amenities</u>
Outwater Memorial Park, Bounded by Glenwood Avenue and Trowbridge, Prospect, and Corinthia Streets; bisected by Outwater Memorial Drive	48.5	Restroom facility, including a snack bar Covered picnic shelters Picnic tables Barbecue grills Drinking fountains Lighted bocce courts Lighted horseshoe courts Lighted lawn bowling court Skating rink Warming shed Wading pool / sprinkler Municipal swimming pool Lighted football field Lighted softball field Hardball field Playground equipment Gravel parking along eastern edge Rose garden and pergola Overlook area
Rollin T. Grant Gulf Wilderness Park, Northwestern corner of the City; bounded by West Jackson and Niagara Streets and an unconstructed section of Glenwood Avenue; bisected by railroad	81.96	4 hiking trails; some currently closed Gravel parking area on northern end, accessed from West Jackson Street (generally considered the main entrance) Gravel parking area on southern end, accessed from Niagara Street
Sutliff Rotary Park, On northwest edge of the City; bounded by Niagara Street, railroad and an unconstructed portion of Glenwood Avenue	17.5	Previously a Boy Scout Camp Several unused buildings (3-4) -- in various states of disrepair Deteriorating gazebo Gravel parking Unmaintained ball field Gravel access road from the western termination of Oakhurst Street
Total Acreage of District Parks	147.96	

CITY OF LOCKPORT COMPREHENSIVE PLAN

**Table 4
City of Lockport Public Greens**

<u>Name/Location</u>	<u>Acreage</u>	<u>Facilities/Amenities</u>
American Legion Park, Corner of Lincoln Avenue and South Transit Street	0.28	Veterans memorial placed on the concrete base of a previous water tower
Darrison Park Triangle between Walnut, Transit and Saxton Streets	0.07	No amenities
Ida Fritz Park, Triangle bounded by Hawley Street, Park Avenue and West Avenue	0.40	Raised planter in western end (previously was a fountain) Picnic tables Large gun (memorial)
High Street Park (Treadway Park), Triangle between Akron Road and High Street	0.14	Planting bed of perennials
Lakeview Parkway, In the median of Lakeview Parkway	0.50 (est.)	No amenities
Lincoln Avenue Park, Triangle between Lincoln Avenue, Lincoln Drive, and South Transit Street	1.0	Children's Memorial Gazebo and Walkway "Welcome to Lockport" sign Benches Drive -up mailbox on north side Parking area on south side (6 cars) Memorial trees Several beds of colorful annuals
Locust Street Park, Triangle at intersection of Locust, Washburn and Willow Streets	0.48	No amenities
Niagara Street Park, Triangle, intersection of Niagara & S. Niagara Sts.	0.52	No amenities
Veterans Memorial Park, Triangle at intersection of East and LeVan Avenues; Harrison Street bisects the western one-third of the park (across from the Hospital)	1.7	Memorial obelisk in center Memorial on eastern end Picnic tables
West Avenue Parkway	0.25 (est.)	No amenities
Total Acreage of Public Greens	<hr/> 7.94	

CITY OF LOCKPORT COMPREHENSIVE PLAN

**Table 5
City of Lockport
Canal Parks**

<u>Name/Location</u>	<u>Acreage</u>	<u>Facilities/Amenities</u>
Raymond C. Betsch Packet Park, Parallel to the Erie Canal, between Exchange and Chapel Streets	0.51	Benches Monument in southwest corner Boardwalk along Canal; closed because of deteriorating condition
Carveth Packet Park, Between Exchange Street, Market Street and Erie Canal; directly east of Lockport Locks & Canal Tour facility	0.42	Picnic shelter Covered seating area Benches Barbecue grills
Nelson C. Goehle Park (Widewaters Marina), Parallel to Erie Canal, between Lake Avenue, Market Street and Cold Springs Road	4.5	Restrooms and laundry facilities Boat slips (35-40) hung from floating docks (provided with electric and water hook-ups and pump-out facility) Phone Fuel station (diesel and unleaded gasoline) Soda and ice machines near restroom Picnic tables Barbecue grills Paved parking lot along southeastern corner (estimated 55 car capacity) Fitness equipment Paved walking/biking/roller-blading path meandering east-west the length of the park Memorial Tree Garden incorporating a flower garden with benches
Samuel C. Pecoraro Park Parallel to the Erie Canal between Chapel and Adam Streets	0.55	Paved walking/biking/roller-blading path Playground equipment Bocce courts Wading pool / sprinkler Basketball Court on eastern edge 4 parking spaces in southeast corner
Riley's Way	NA	A self-guided walking tour "dedicated to preserving the history of the Erie Barge Canal and Lockport." Consists of 14 markers throughout the downtown area, exhibiting information about the City and Canal.

CITY OF LOCKPORT COMPREHENSIVE PLAN

<p>Scalzo Park, Between and parallel to the Erie Canal and Market Street from railroad to Canal Tour facility</p>	<p>1.8</p>	<p>Gravel parking on western end (estimated 6 car capacity) Benches Informational sign about Lowertown Historic District Light posts missing globes and bulbs</p>
<p>Upton Park, Parallel to the Erie Canal, between Exchange, Clinton and Gooding Streets</p>	<p>5.7</p>	<p>Steep entrance drive from Clinton Street Informal gravel and grass parking area (estimated 20-30 car capacity, with additional space) Picnic tables Barbecue grills Benches Portable toilet on eastern edge of parking area Overhead lights in southwestern corner Dirt path between parking area and Exchange Street, along the perimeter of the NYS Canal Maintenance Yard; crosses over a ravine Paved path (also serves as a vehicle access road) between Richmond Avenue and gravel parking area Metal steps leading into a large pipe in hillside in southwestern corner (the beginning of the Lockport Cave tours) Steep wooded hillside on north edge and Erie Canal on south</p>
<p>Total Acreage of Canal Parks</p>	<hr style="width: 100%;"/> <p>13.48</p>	

CITY OF LOCKPORT COMPREHENSIVE PLAN

Table 6
City of Lockport
Inactive Hazardous Waste Disposal Sites*

<u>Name/Location</u>	<u>Acreage</u>	<u>Status</u>
Lockport City Landfill, Oakhurst Street	NA	Capped in 1994, and remedial measures substantially completed in 1995. Routine monitoring and maintenance now being conducted.
Delphi Harrison Thermal Systems Division of GMC, Upper Mountain Road	10 est.	DEC considers this site completely remediated. Five waste piles for storage of WWTP sludge containing metal hydroxides (Zn, Cu, Pb, Sn) and calcium fluoride were removed from the site in 1988. Contaminated soil also was removed from the site at that time. Ground water was contaminated with metals, but metal concentrations were within drinking water standards for the last round of monitoring in June 1994.
Niagara County Refuse Disposal District	35+ est.	This open dump site was capped in 1994 to address ground water contamination. Ground water contamination levels at the site are being monitored.
Norton Labs, 520-21 Mill Street	NA	More information is needed to establish the size, exact location and potential hazards of landfilled areas on the site. Until the late 1970's Norton Labs disposed materials including some inert plastic material and possibly waste lubricating oil at the site. Traces of iron, arsenic, lead and phenol have been found in the ground water. Also some volatiles and PAH compounds have been detected in surface water samples, but at low PPB concentrations. Potential for contaminant migration exists via an adjacent railroad cut and seeps located along the cut. No active seeps were observed in Spring 1995. A ditch along this cut is channeled into Eighteen Mile Creek.

CITY OF LOCKPORT COMPREHENSIVE PLAN

Guterl Specialty Steel Corp., 695 Ohio Street	8.6 est.	The site is a landfill located in the northwest corner of the Guterl Steel Mill. From 1962 to 1980, the former operators disposed of wastes such as slag, baghouse flue dust, foundry sand, waste oils and other plant rubbish in the landfill. In 1993 ground water samples exceeded Class "GA" standards for chromium, iron, magnesium, sodium and thallium. Soil samples showed elevated levels of chromium (3,150 ppm) and other metals. None of these samples failed EP Toxicity Testing. Alpha radioactivity and pH also exceeded the Class "GA" ground water standards. Phenol and iron exceeded the Class "D" surface water standard. The ground water from the site flows toward the nearby Redland Quarries NY, Inc. quarry. The quarry is discharging the water into the Erie Canal, immediately upstream of the intake for the City of Lockport's emergency water supply.
Van de Mark Chemical Company, Inc., Mill Street	5+ est.	Drums of silicon tetrachloride and chlorodisiloxane were buried with powdered limestone on the site, which is north and east of Eighteen Mile Creek, 100 feet above the creek bed. The limestone reacts with the decomposition products from the drums, presenting possible leaching of the decomposition products into Eighteen Mile Creek and ground waters. Low level volatiles and metals have been found in ground water. The landfill has been closed with DEC approval. Ground water contamination monitoring is being conducted and a Corrective Measure Study has been approved.
Diamond Shamrock, Ohio Street	2-3 est.	Surface water from the site is drained into a ditch or sewer, which is eventually channeled into the Erie Canal, located 1,000 feet from the site. The water in the ditch was found to have a pH of about 10.5 and water in on-site sewers had pH levels up to 12. The contaminant currently is undetermined. To alleviate the hazard, the property has been graded, and an area suspected of containing sodium hydroxide has been paved. Ground water monitoring and further testing is being conducted.

* Source: "Inactive Hazardous Waste Disposal Sites in New York State." Department of Environmental Conservation, Division of Hazardous Waste Remediation. April 1996. pp.9-217, 9-223,9-237,9-247,9-253,9-263

CITY OF LOCKPORT COMPREHENSIVE PLAN

EXHIBIT II

URBAN DESIGN GUIDELINES

1. Residential Development
2. Commercial Development, Mixed Use Zone
3. Street Trees and Sidewalks
4. Parking Lot Plantings
5. Tree Planting Details

CITY OF LOCKPORT COMPREHENSIVE PLAN

BUILDING ENTRIES

GROUND FLOOR RESIDENTIAL ENTRIES SHOULD BE ORIENTED TO THE STREET, NOT TO INTERIOR BLOCKS OR PARKING LOTS.

THE FRONT DOORS TO SINGLE-FAMILY HOMES, DUPLEXES, AND TOWNHOUSES SHOULD BE VISIBLE FROM THE STREET.

ENTRIES THAT FACE THE STREET ARE WELCOMING AND ENCOURAGE ACTIVITY ON THE STREET.

HOUSING WHICH "TURNS ITS BACK" ON THE STREET DIMINISHES VITALITY AND THE SAFETY OF NEIGHBORHOODS.

BUILDING SETBACKS

RESIDENTIAL BUILDING SETBACKS FROM PUBLIC STREETS SHOULD BE MINIMIZED WHILE MAINTAINING PRIVACY.

RESIDENTIAL INFILL SITES SHOULD CORRESPOND TO THE SETBACKS OF SURROUNDING BUILDINGS.

IF RESIDENTIAL UNITS ARE SET BACK FROM THE STREET, THE AREA SHOULD BE LANDSCAPED.

BUILDINGS SHOULD BE LOCATED CLOSE TO THE STREET WITH MINIMUM SETBACK.

BUILDING ENTRIES ORIENTED TO THE STREET, SIDEWALKS AND LANDSCAPING COMBINE TO CREATE A LIVELY STREET ENVIRONMENT WHICH IS COMFORTABLE AND SAFE.

RESIDENTIAL BUILDING FACADES

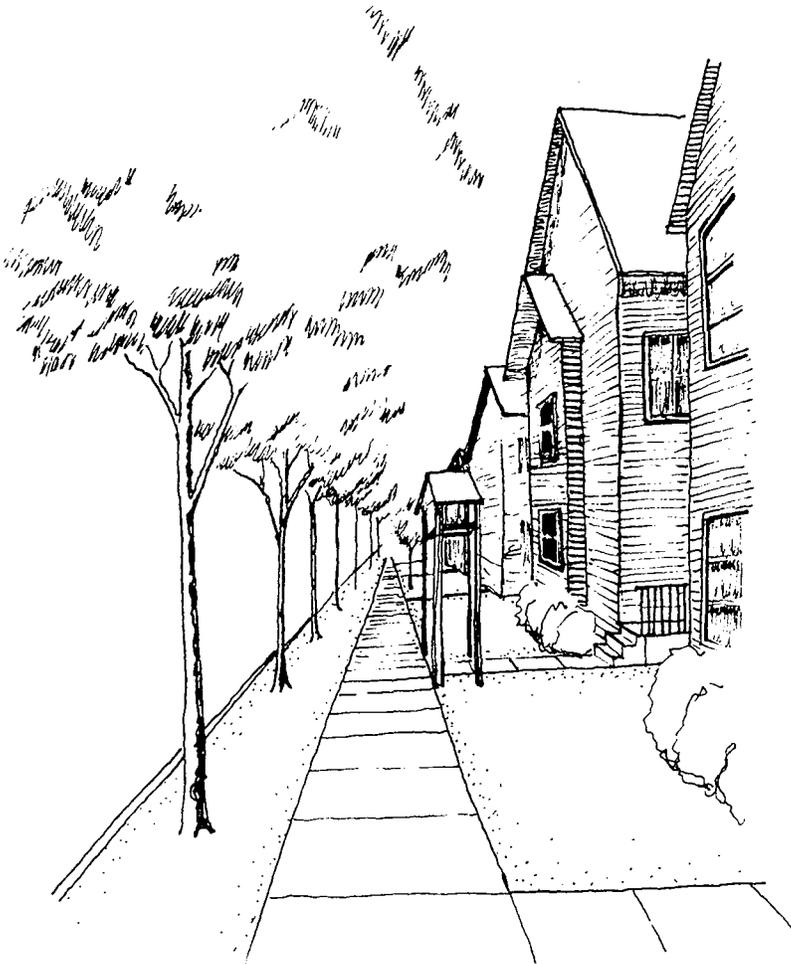
BUILDING FACADES SHOULD BE VARIED AND ARTICULATED TO PROVIDE VISUAL INTEREST TO THE STREET AND TO PEDESTRIANS.

FREQUENT BUILDING ENTRIES AND WINDOWS SHOULD FACE THE STREET.

FRONT PORCHES, BAYS, AND BALCONIES SHOULD BE ENCOURAGED BY ALLOWING THEM TO PROJECT INTO SETBACKS.

IN NO CASE SHALL A FACADE CONSIST OF A BLANK WALL OR A SERIES OF GARAGE DOORS.

FACADES SHOULD VARY FROM ONE BUILDING TO THE NEXT TO AVOID MONOTONY.



BUILDINGS LOCATED CLOSE TO THE STREET WITH MINIMUM SETBACK. BUILDING ENTRIES ORIENTED TO STREET, SIDEWALKS AND LANDSCAPING COMBINE TO CREATE A LIVELY STREET ENVIRONMENT WHICH IS COMFORTABLE AND SAFE.

Residential Development

Urban Design Guidelines

City of Lockport Comprehensive Plan

Prepared by:

NUTTER ASSOCIATES Community Planners

Trowbridge & Wolf Landscape Architects and Planners

May, 1998

**COMMERCIAL DEVELOPMENT IN MIXED USE
ZONE**

MAINTAIN RESIDENTIAL SCALE ARCHITECTURE.

MAINTAIN FRONT LAWNS. NO PARKING SHALL
BE PERMITTED ON FRONT LAWNS.

MAINTAIN PEDESTRIAN AMENITIES ALONG
STREET INCLUDING SIDEWALKS AND STREET
TREES.

ALLOWABLE USES ARE FLEXIBLE BUT SHOULD
BE COMPATIBLE WITH SCALE OF DEVELOPMENT.

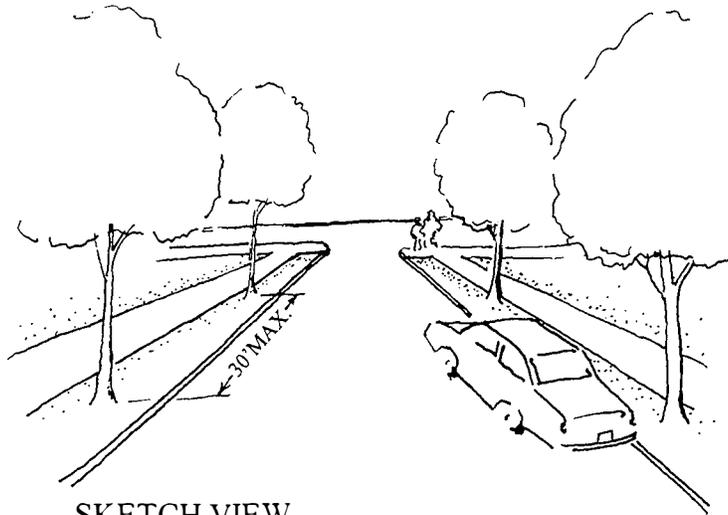
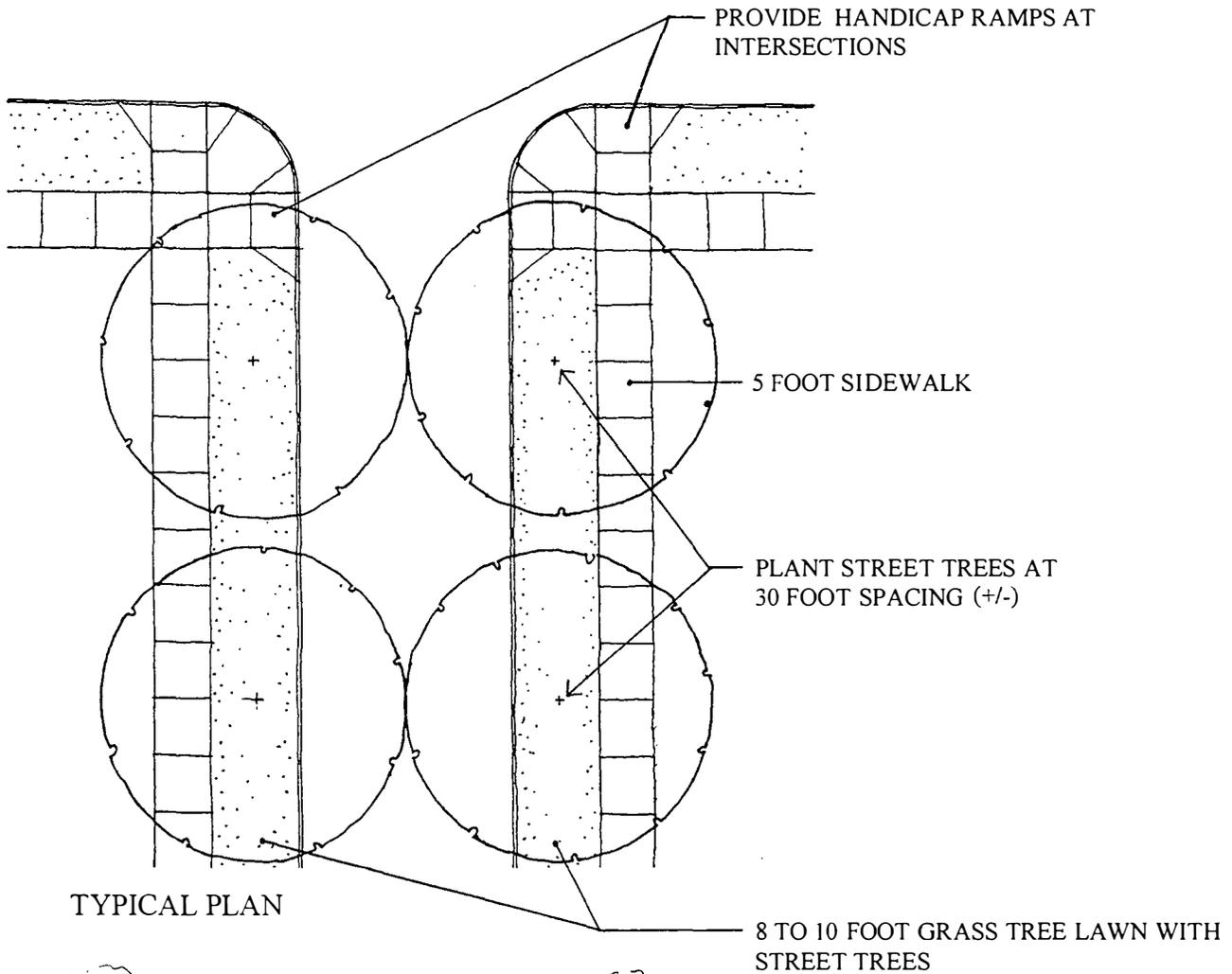


Commercial Development in Mixed Use Zone

Urban Design Guidelines City of Lockport Comprehensive Plan

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Trowbridge & Wolf Landscape Architects and Planners

May, 1998



SHADE TREES SHOULD BE PLANTED ALONG ALL STREETS AT A MINIMUM OF 30' APART. MANY STREETS IN THE CITY OF LOCKPORT ARE IDENTIFIED AND REMEMBERED BY THEIR STREET TREES, AND THIS IDENTITY SHOULD BE RETAINED.

SIDEWALKS SHOULD BE PROVIDED ON ALL STREETS AND SHOULD BE A MINIMUM OF 5' WIDE.

Street Trees & Sidewalks

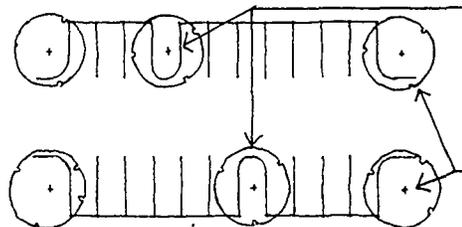
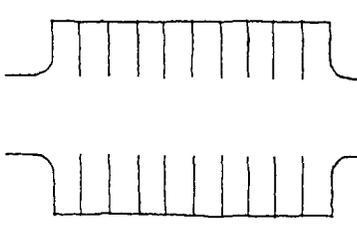
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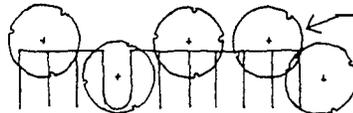
UNACCEPTABLE PARKING LOT TREATMENTS

PREFERRED PARKING LOT PLANTING TREATMENTS

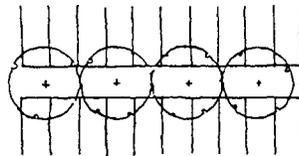
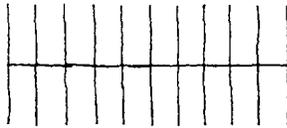


PROVIDE TREE PLANTING ISLAND FOR EVERY 20 PARKING SPACES

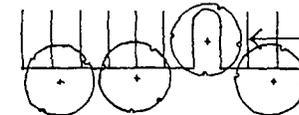
PROVIDE PLANTING AT PARKING LOT ENTRIES AND EXITS



PROVIDE BUFFER PLANTING AT PARKING LOT EDGES



PROVIDE 10 FOOT PLANTING MEDIAN BETWEEN ADJACENT PARKING BAYS



PROVIDE TREE PLANTING ISLAND FOR EVERY 20 PARKING SPACES

PARKING LOT TYPE B

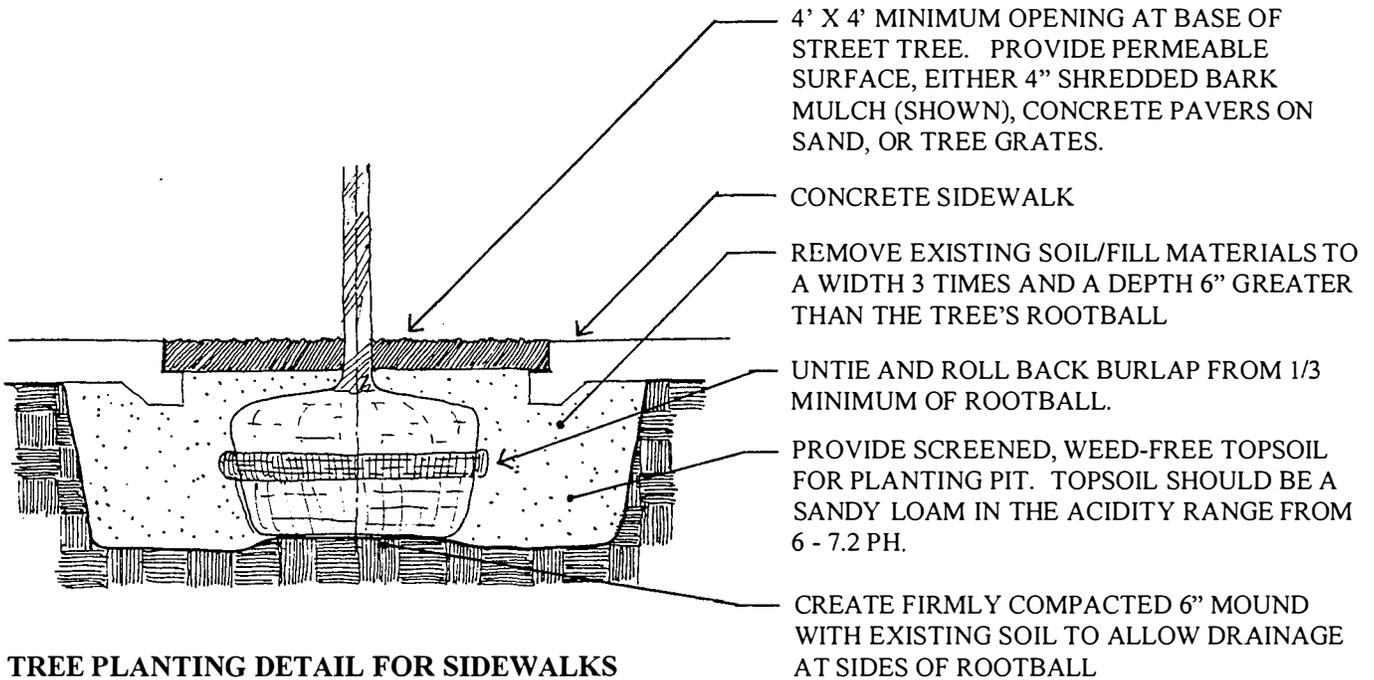
GUIDELINES FOR PARKING LOT PLANTING

Parking Lot Planting

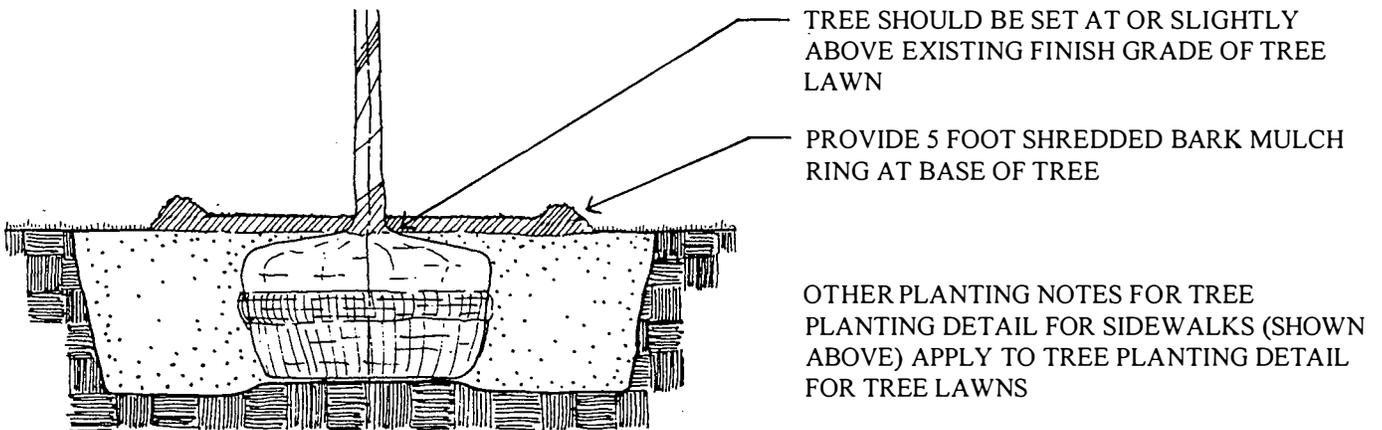
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Trowbridge & Wolf Landscape Architects and Planners

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TREE PLANTING DETAIL FOR SIDEWALKS



TREE PLANTING DETAIL FOR TREE LAWNS

Tree Planting Details

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May, 1998

CITY OF LOCKPORT COMPREHENSIVE PLAN

EXHIBIT III

**CENTRAL BUSINESS DISTRICT AND CANAL TOURISM PLAN
ILLUSTRATIONS**

1. Landscape Improvements at the Municipal Building
2. Greening of Canal Locks 34 and 35
3. Design Concepts for the Big Bridge
4. Landscape and Pedestrian Improvements, Public Library/
Jubilee Parking Lot
5. Boulevard on Main Street - Plan View
6. Boulevard on Main Street - Illustrative Section
7. Development Guidelines for the South Block
8. Union Station - Linkages to Canal Destinations
9. Four Sub-Districts of Downtown

CITY OF LOCKPORT COMPREHENSIVE PLAN

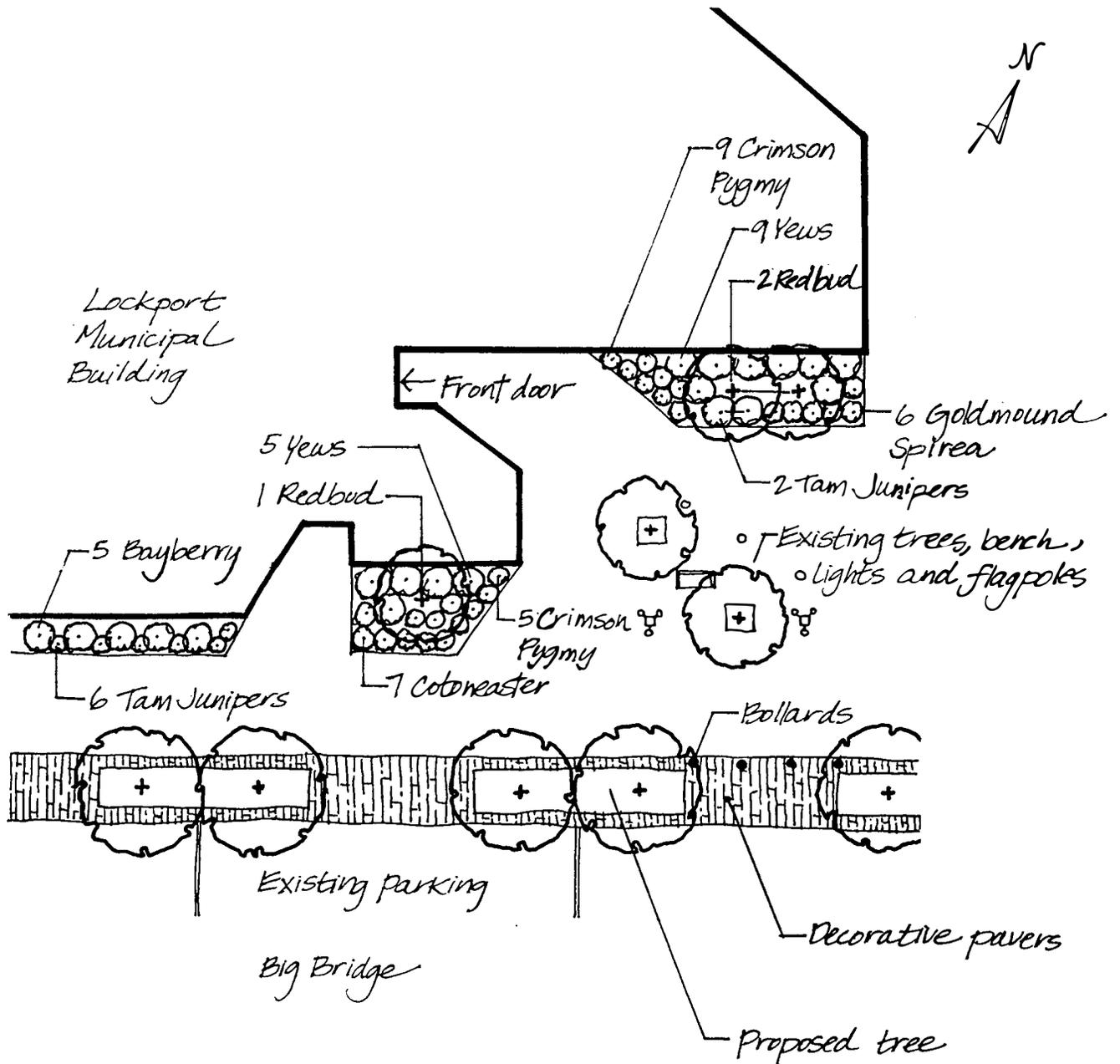


Figure 1

Landscape Improvements at the Municipal Building

Downtown Plan

City of Lockport Comprehensive Plan

Prepared by:
 NUTTER ASSOCIATES Community Planners
 Trowbridge & Wolf Landscape Architects and Planners

May, 1998

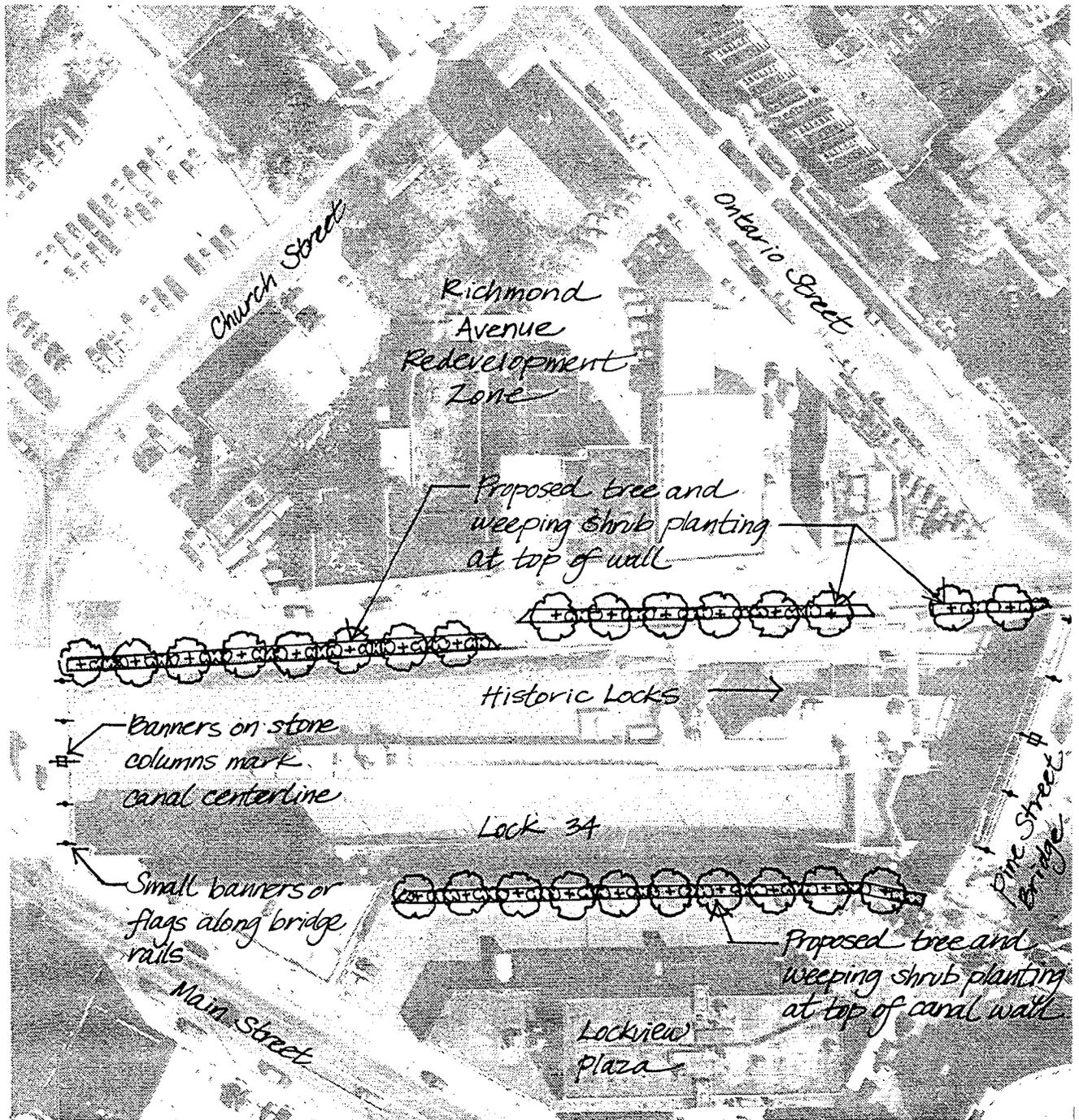


Figure 2

Greening of the Canal Locks 34 and 35

Downtown Plan

City of Lockport Comprehensive Plan

Prepared by:

NUTTER ASSOCIATES Community Planners

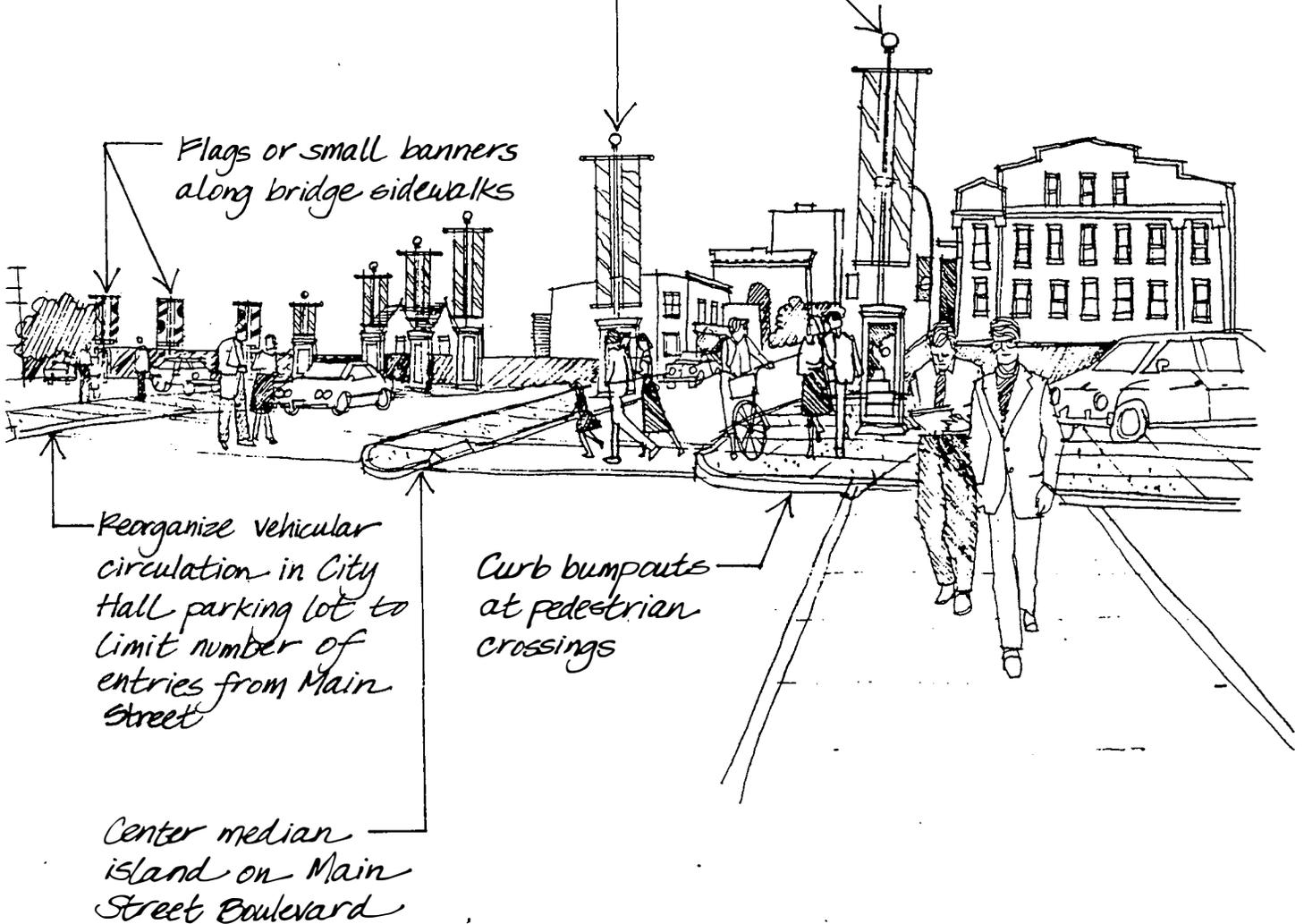
Trowbridge & Wolf Landscape Architects and Planners

May, 1998

View looking northeast
across the Big Bridge,
up Main Street.
The Municipal Building
is on the left.

Oversize graphic banners
on limestone columns mark
the center-line of the canal.
Interpretive panels can be
placed on selected columns.

Flags or small banners
along bridge sidewalks



Center median
island on Main
Street Boulevard

Figure 3

Design Concepts for the Big Bridge

Downtown Plan

City of Lockport Comprehensive Plan

Prepared by:
NUTTER ASSOCIATES Community Planners
Trowbridge & Wolf Landscape Architects and Planners

May, 1998

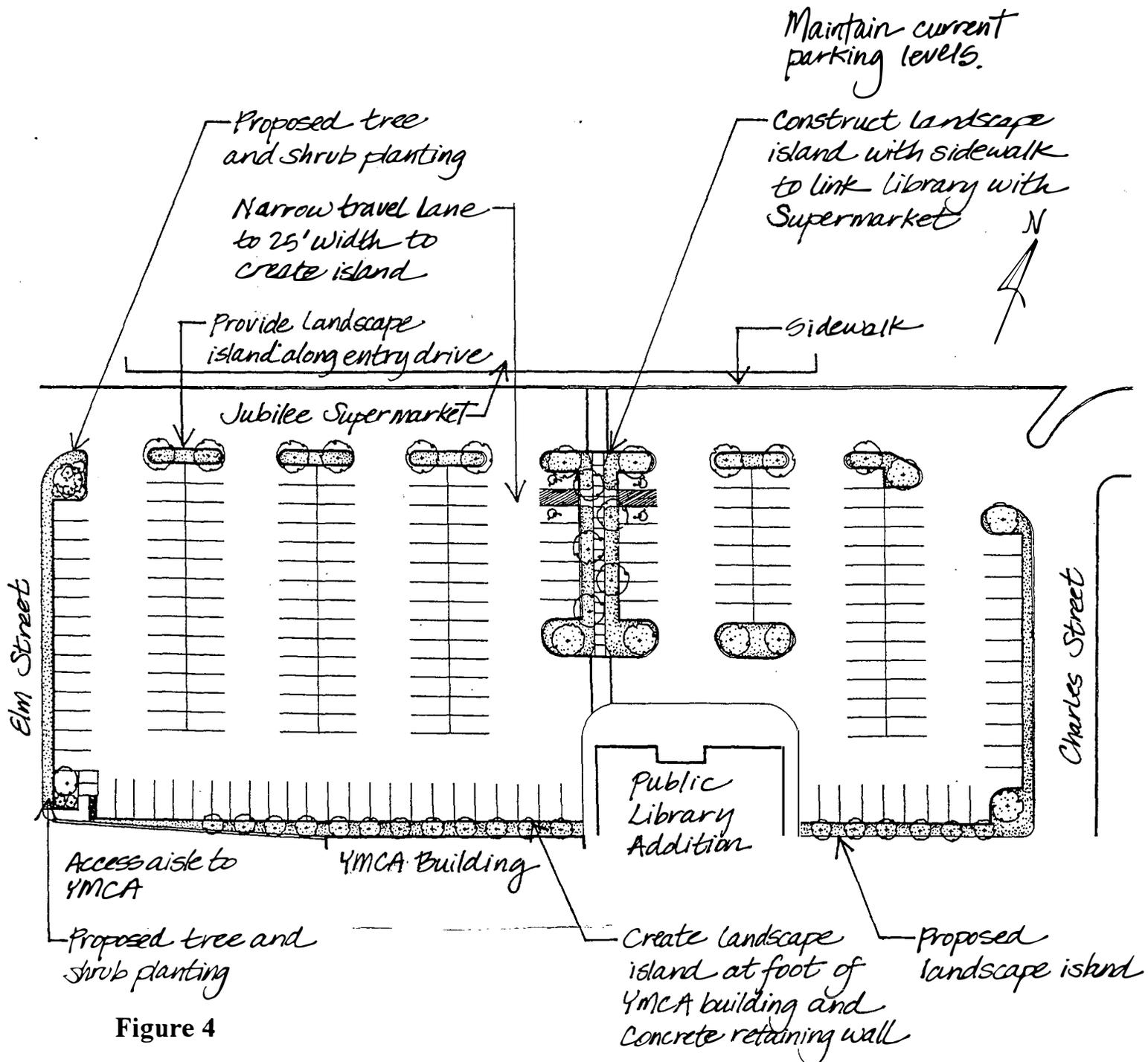


Figure 4

Landscape and Pedestrian Improvements to the Public Library/Jubilee Parking Lot

Downtown Plan
 City of Lockport Comprehensive Plan

Prepared by:
 NUTTER ASSOCIATES Community Planners
 Trowbridge & Wolf Landscape Architects and Planners

May, 1998

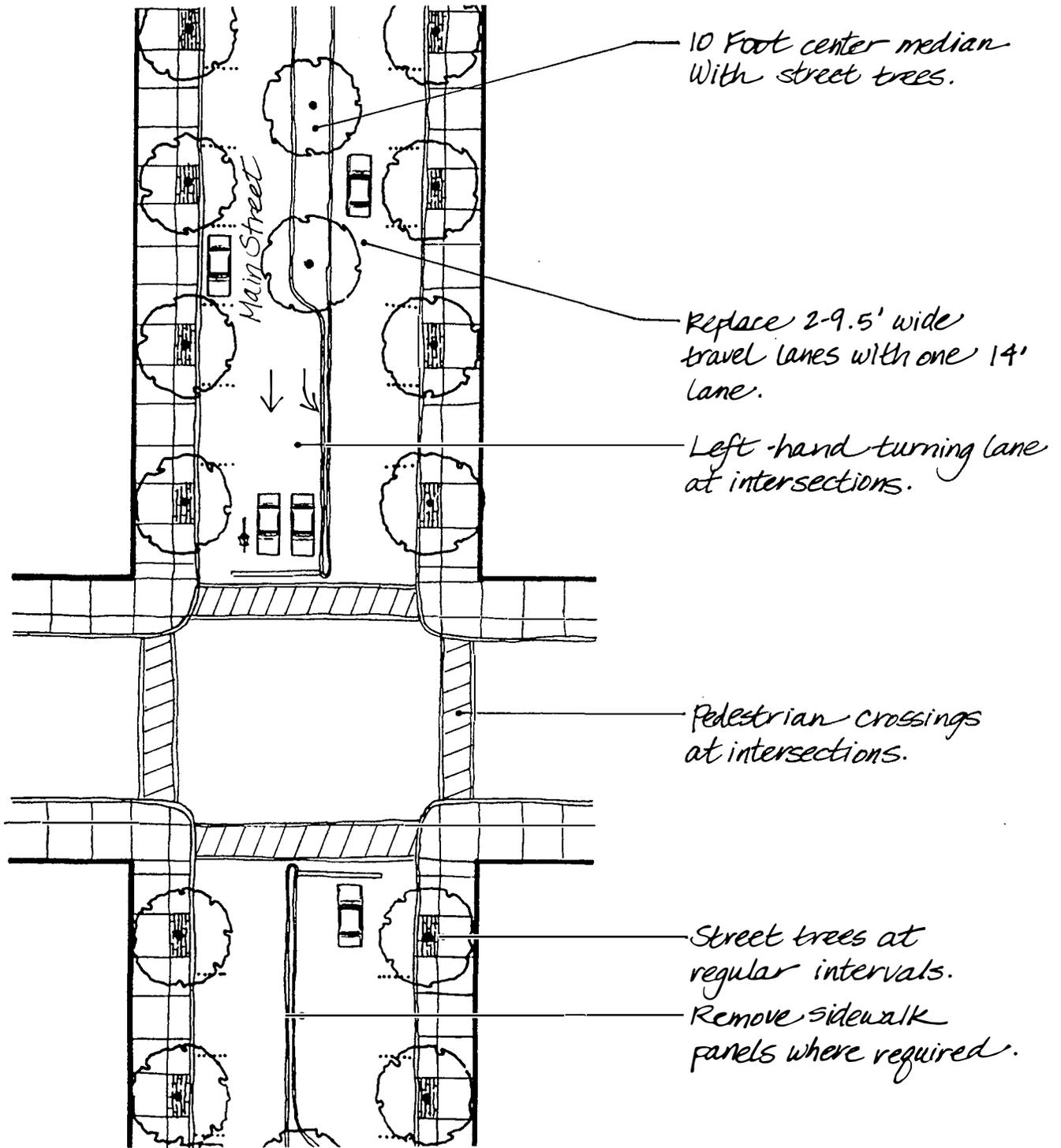


Figure 5

Boulevard on Main Street - Plan View

Downtown Plan

City of Lockport Comprehensive Plan

Prepared by:
NUTTER ASSOCIATES Community Planners
Trowbridge & Wolf Landscape Architects and Planners

May, 1998

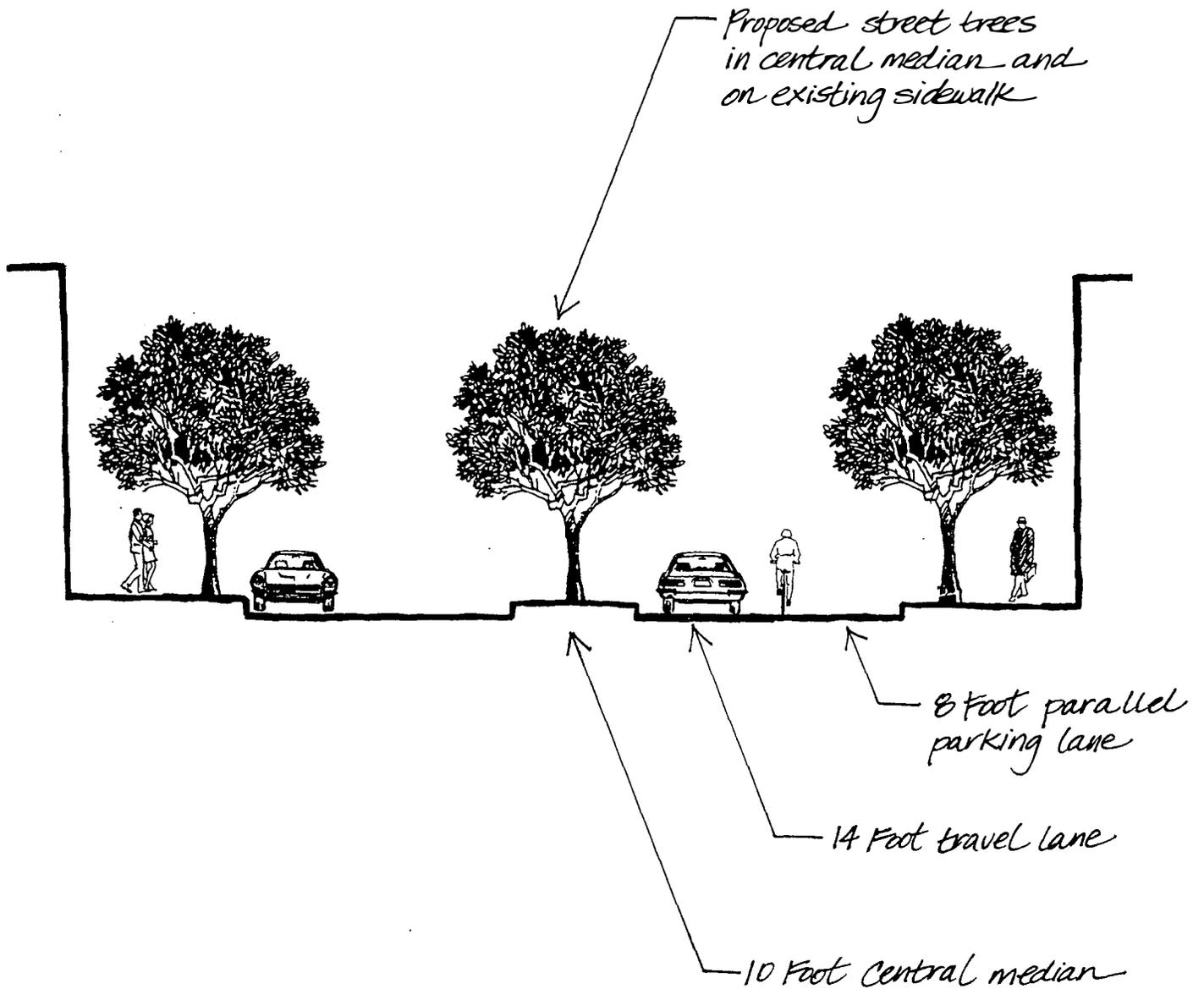


Figure 6

Boulevard on Main Street - Illustrative Section

Downtown Plan

City of Lockport Comprehensive Plan

Prepared by:

NUTTER ASSOCIATES Community Planners

Trowbridge & Wolf Landscape Architects and Planners

May, 1998

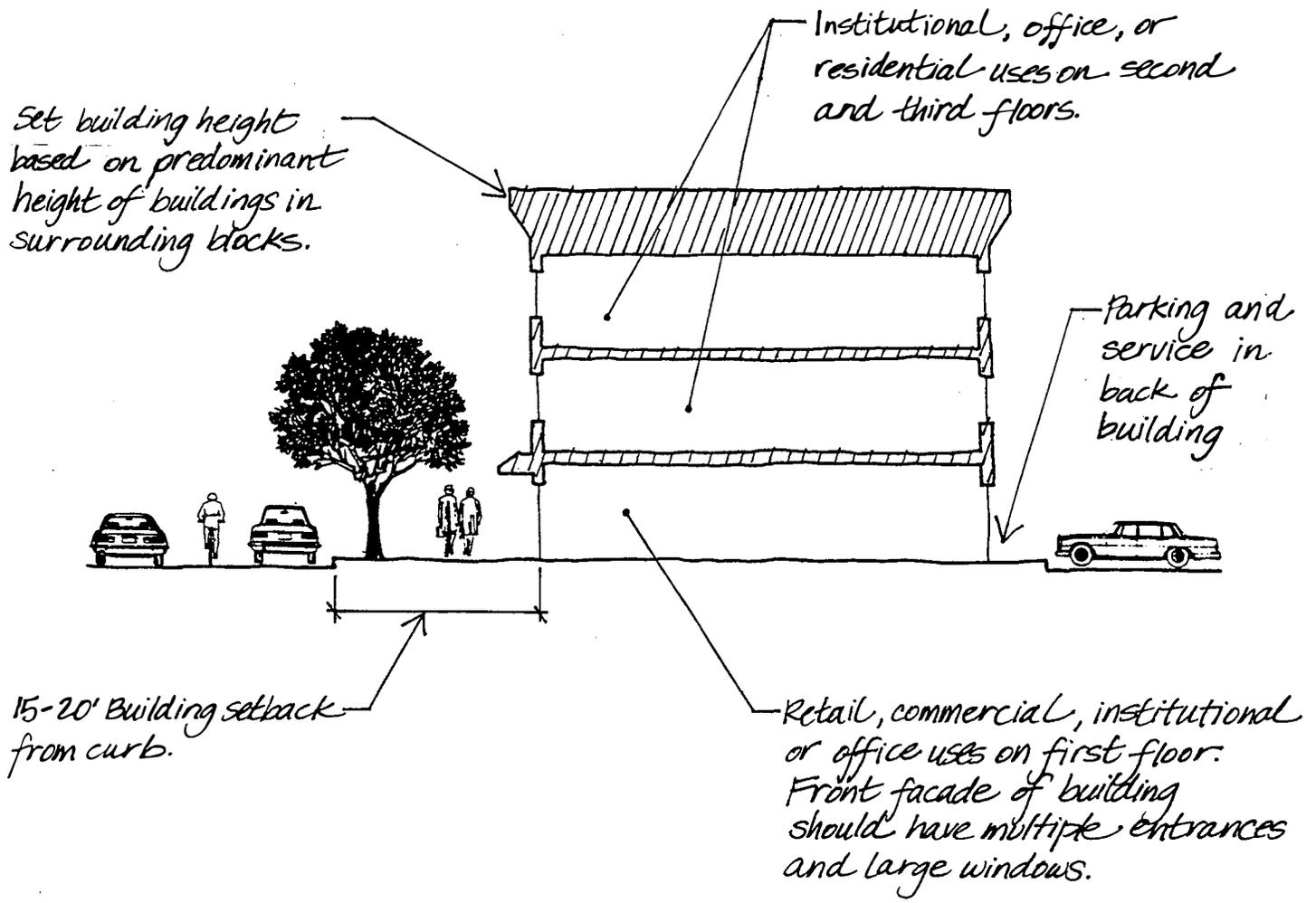


Figure 7

Development Guidelines for the South Block

Downtown Plan
 City of Lockport Comprehensive Plan

Prepared by:
 NUTTER ASSOCIATES Community Planners
 Trowbridge & Wolf Landscape Architects and Planners

May, 1998

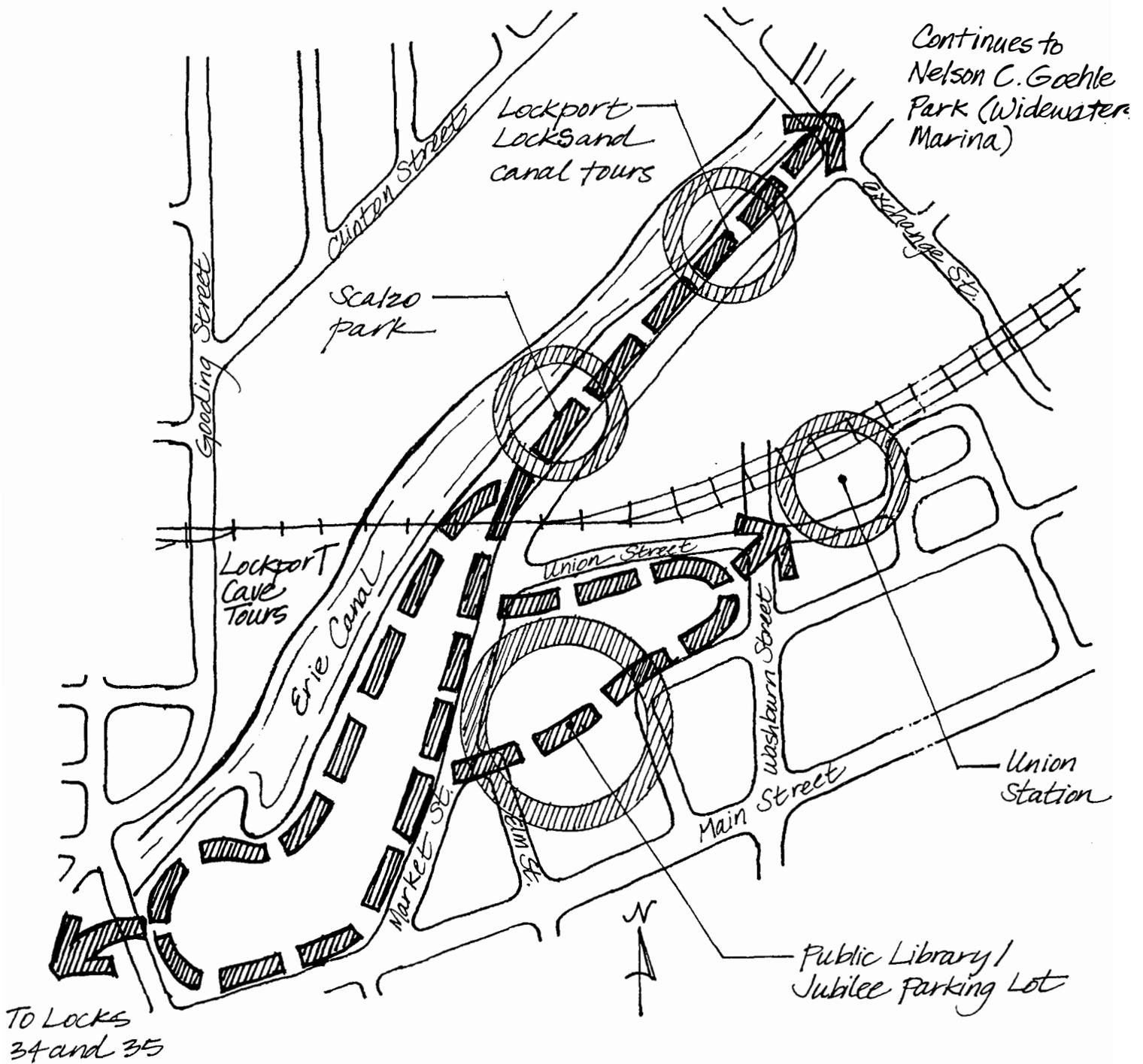


Figure 8

Linkages to Canal Destinations

Downtown Plan

City of Lockport Comprehensive Plan

Prepared by:

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Trowbridge & Wolf Landscape Architects and Planners

May, 1998

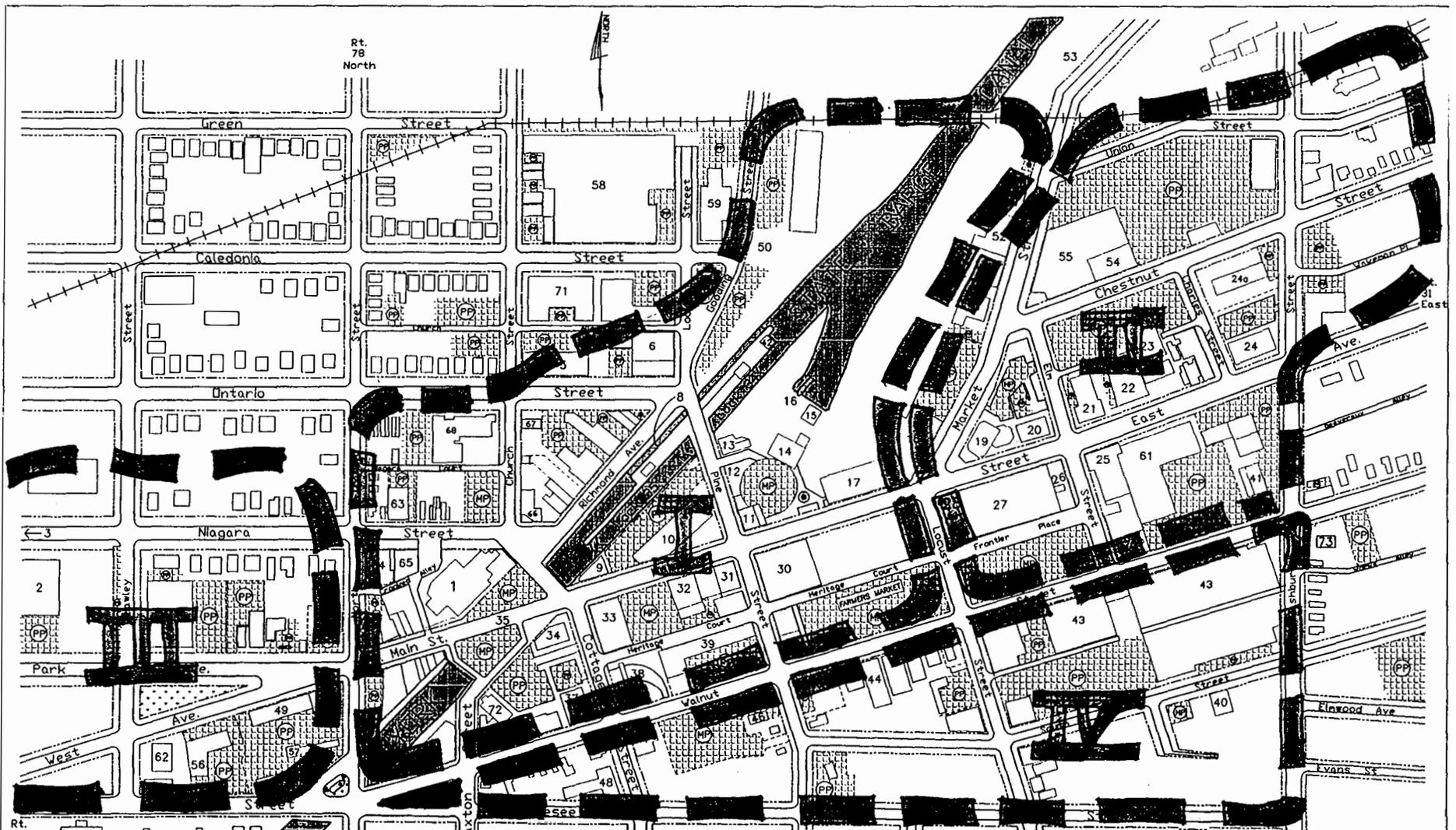


Figure 9. Four Sub-Districts of Downtown - Downtown Plan - City of Lockport Comprehensive Plan
 I. Main Street/Canal; II. Old Post Office/Library/Union Station; III. Niagara County Courthouse, and IV. Walnut Street District.
 Prepared by: NUTTER ASSOCIATES Community Planners Trowbridge & Wolf Landscape Architects and Planners

CITY OF LOCKPORT COMPREHENSIVE PLAN

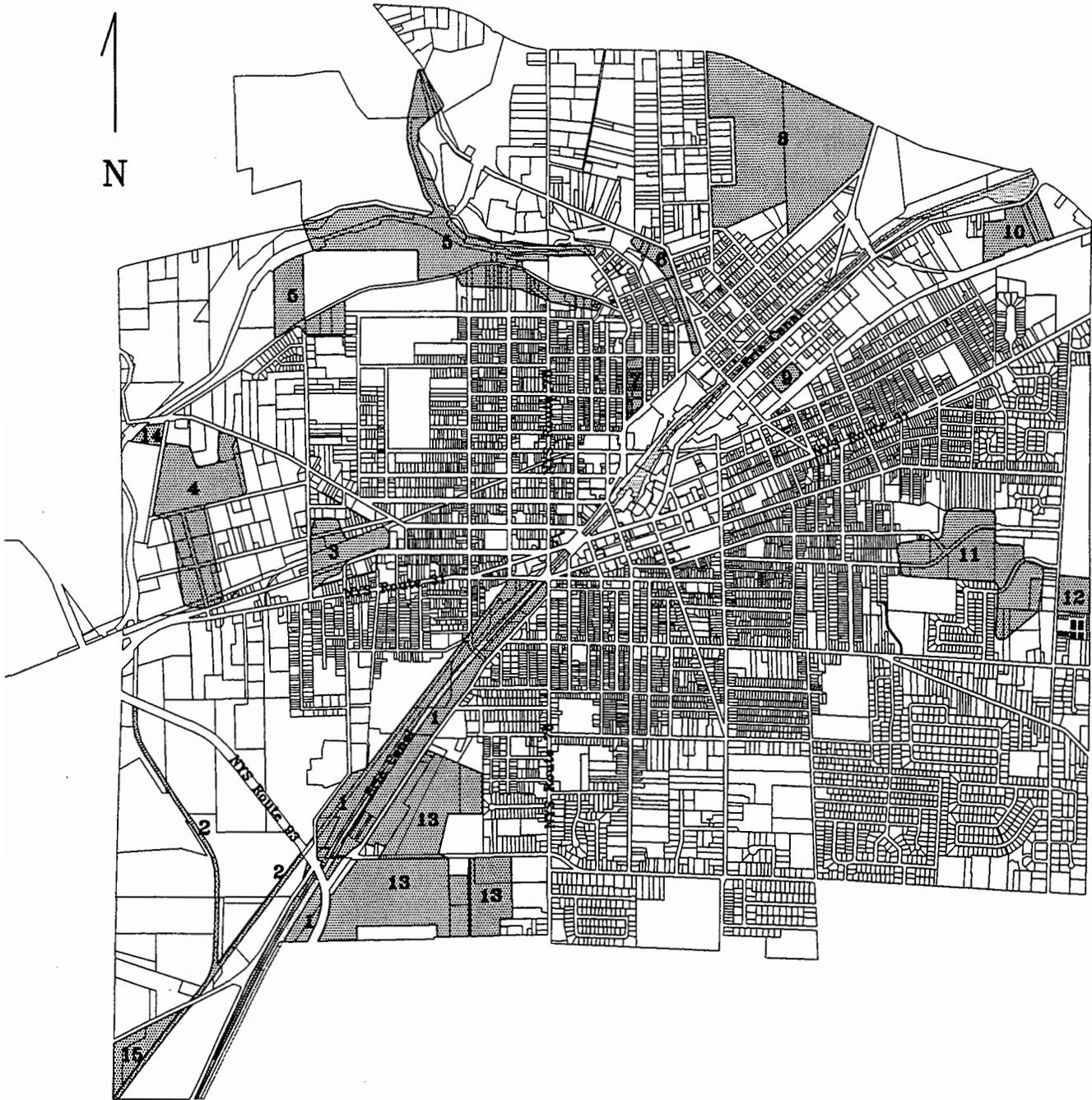
DOWNTOWN MAP KEY

- 1) City of Lockport Municipal Bldg.
- 2) Niagara County Court House
- 3) Niagara County Historical Society
- 4) Wilson Farms
- 5) The Spires
- 6) Lockport Senior Citizens Center
- 7) The Nelson Bldg.
- 8) Flight of 5 Barge Locks #67-71 Total Lift 56'
- 9) Clinton Bldg.
- 10) Lox View Plaza
- 11) David Ulrich (Former M & T Bank)
- 12) Parking Ramp
- 13) Old City Hall (Lockside Cafe, Blind Melons)
- 14) Canal Overlook (Former "Electric Bldg.")
- 15) Niagara Mohawk Power House
- 16) Canal Discharge Conduit
- 17) Urban Park Towers
- 18) Bewley Bldg.
- 19) Lockport Optical
- 20) Key Bank
- 21) (Former Post Office)
- 22) YMCA
- 23) Library
- 24) Lockport Savings Bank
- 24a) Lockport Savings Bank "Drive - In"
- 25) Palace Theater
- 26) City Centre Mini Mall
- 27) Victory Christian Center
- 28) F & M Bldg.
- 29) Fleet Bank
- 30) Doolittle Bldg.
- 31) Marine Midland Bank
- 32) Pizza Hut
- 33) Masonic Temple
- 34) Friendly's Restaurant
- 35) Big Bridge
- 36) Kenyons Variety
- 37) YWCA
- 38) Marine Midland Drive - In
- 39) Heritage Square
- 40) Hayes & Buri
- 41) Licata Bldg.
- 42) Canal Museum
- 43) Commerce Square
- 44) The Tuscarora Club
- 45) M & T Bank & Drive - In
- 46) Dickies Donuts
- 47) Bell Atlantic
- 48) Salvation Army
- 49) Salvation Army Thrift Store
- 50) Holly Manufacturing Ruins
- 51) Korff Electric
- 52) Shaeffer Plumbing
- 53) Scalzo Park
- 54) Fays Drugs
- 55) Jubilee Foods
- 56) Chamber of Commerce
- 57) Half Way Auto Parts
- 58) Sherwood
- 59) S S Gooding
- 60) Reid Petroleum Corp,
- 61) Harrison Training Center
- 62) Shamus Restaurant
- 63) Pills Automotive
- 64) Niagara Hotel
- 65) Leo Dolan Post (American Legion)
- 66) Zimmies Tire
- 67) Hamilton House
- 68) First Presbyterian Church
- 69) Ideal Office Products
- 70) Subdelicious
- 71) St. Patricks Church
- 72) St. Mary's Church
- 73) Yellow Goose

EXHIBIT IV

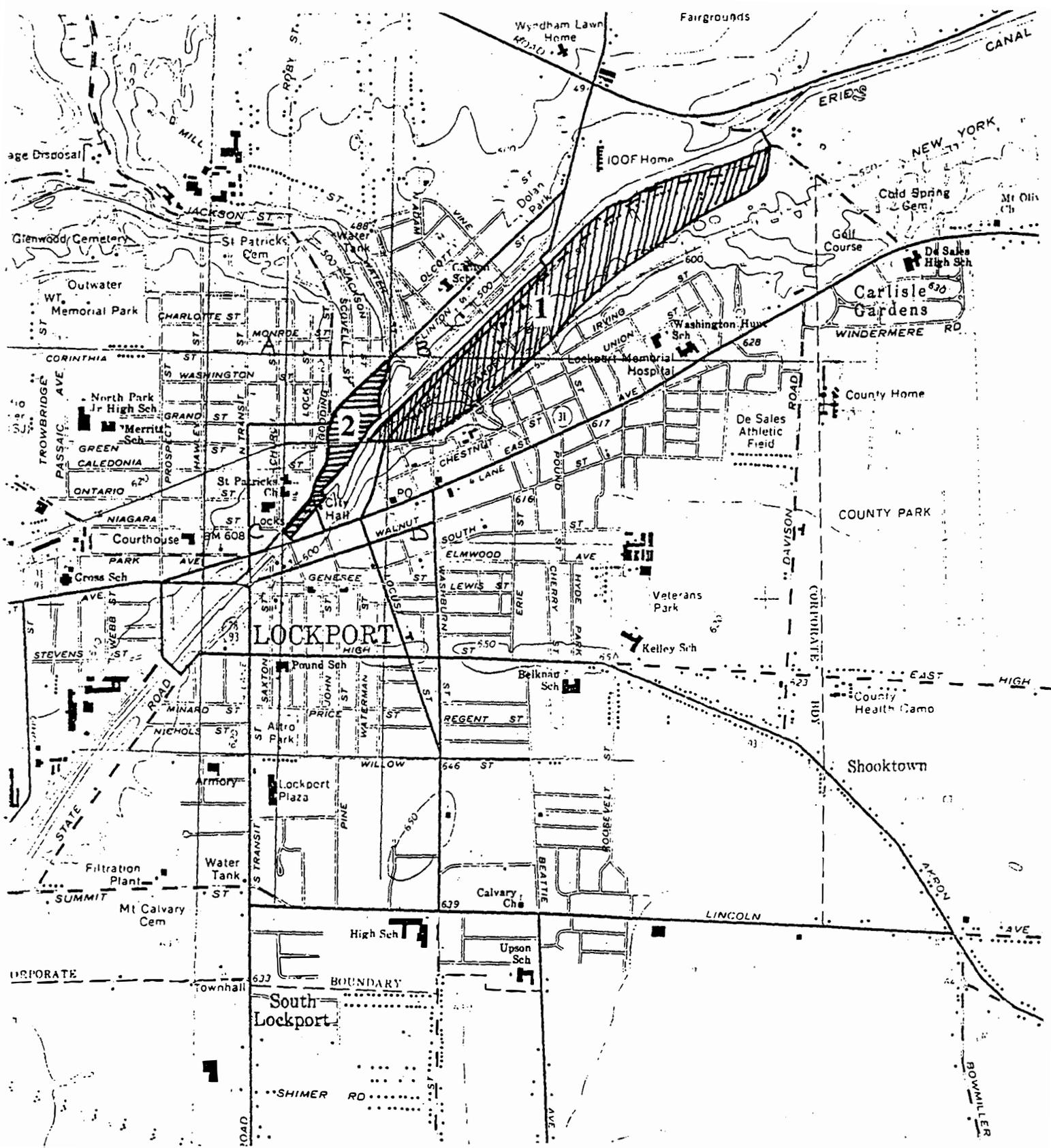
MAPS

1. Vacant and Agricultural Land
2. National Register Historic Districts
3. Areas of Archaeological Sensitivity
4. Existing Land Use
5. Recreational Opportunities
6. Future Land Use Concept



Vacant and Agricultural Land

May, 1998



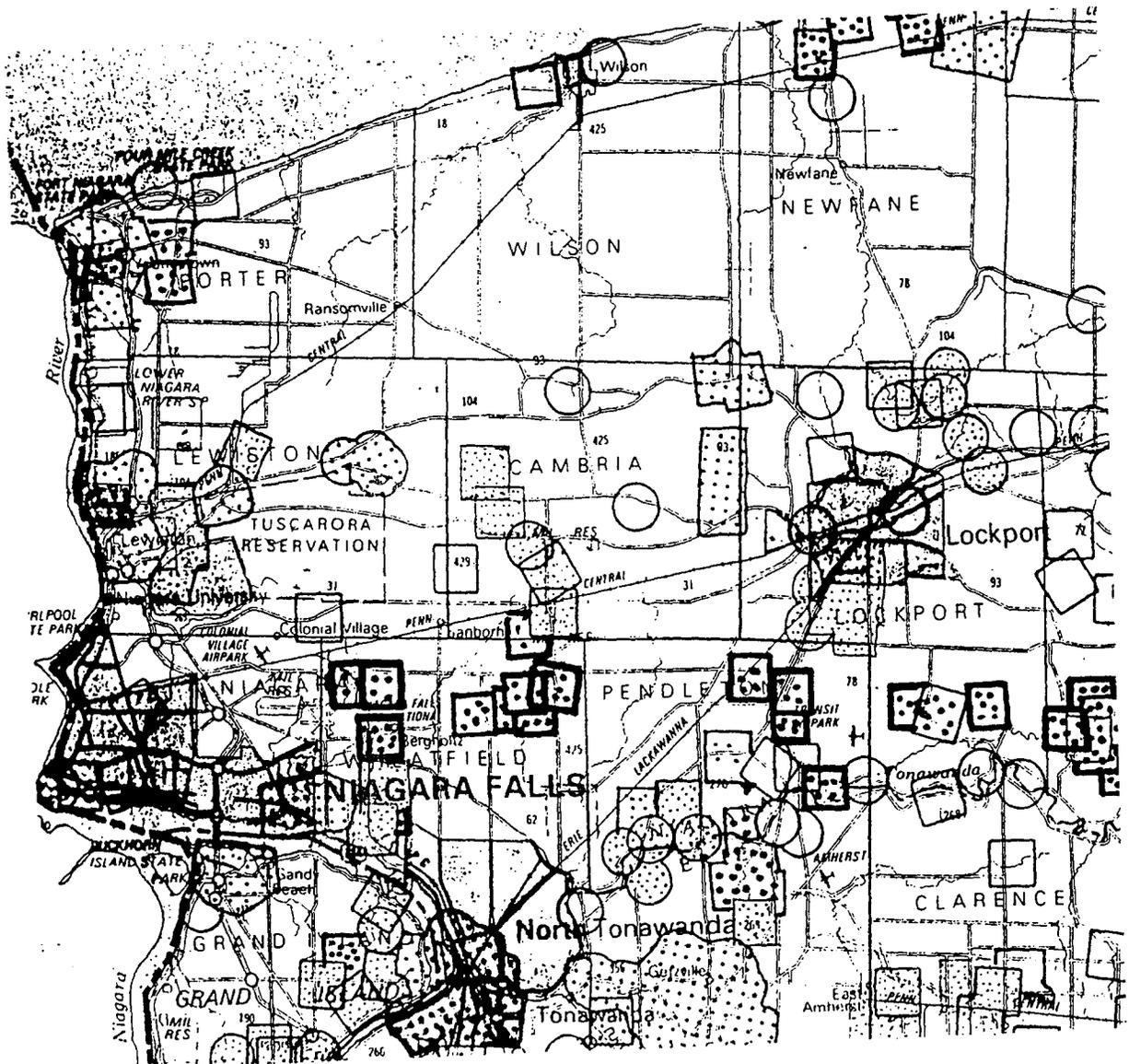
LOCKPORT NATIONAL REGISTER HISTORIC DISTRICTS

1. Lowertown Historic District
2. Lockport Industrial District

May, 1998

Legend

-  *Circles:* Indicate areas within identified sites within a one-half mile radius
-  *Stippled areas:* Indicate multiple sites identified
-  *Blank squares:* Indicate prehistoric sites

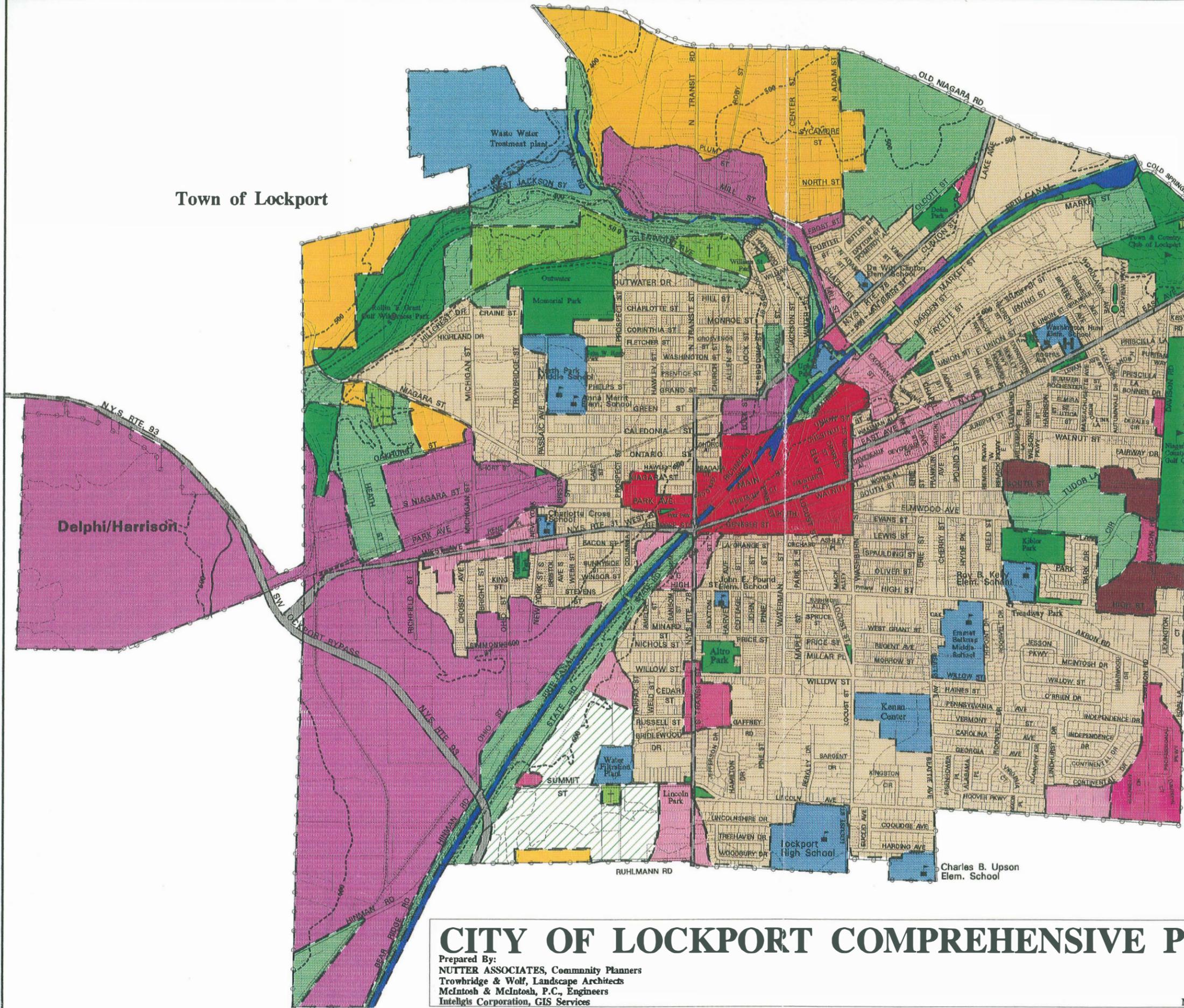


Areas of Archaeological Sensitivity

Source: New York Department of Parks,
Recreation and Historic Preservation

May, 1998

Town of Lockport



LEGEND

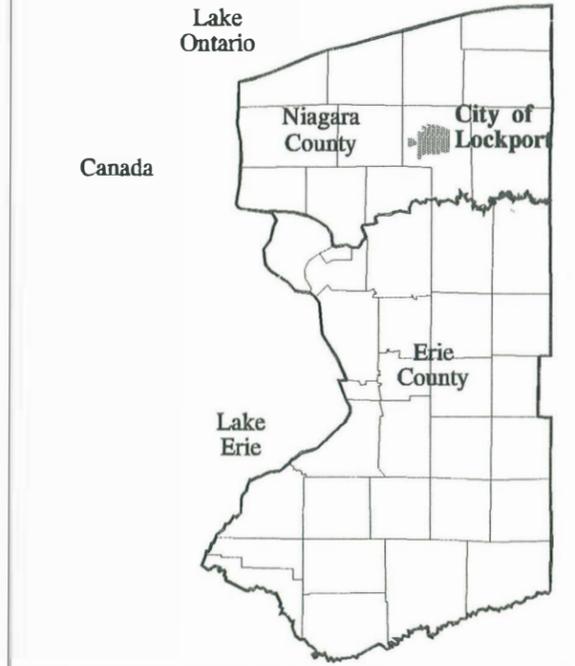
- Agricultural
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Central Business District
- Commercial
- Mixed Use
- Institutional/Public
- Industrial
- Vacant/Open Space
- Cemeteries
- Property Lines
- Rail Line
- Contours
- City Line
- S School
- + Cemetery
- H Hospital
- State Route
- Parks

- 1 Scaho Park
- 2 Carveth Packet Park
- 3 Raymond C. Betsch Packet Park
- 4 Samuel C. Pecoraro Park
- 5 Nelson C. Goshle Park (Widewaters Marina)



Delphi/Harrison

NIAGARA FRONTIER



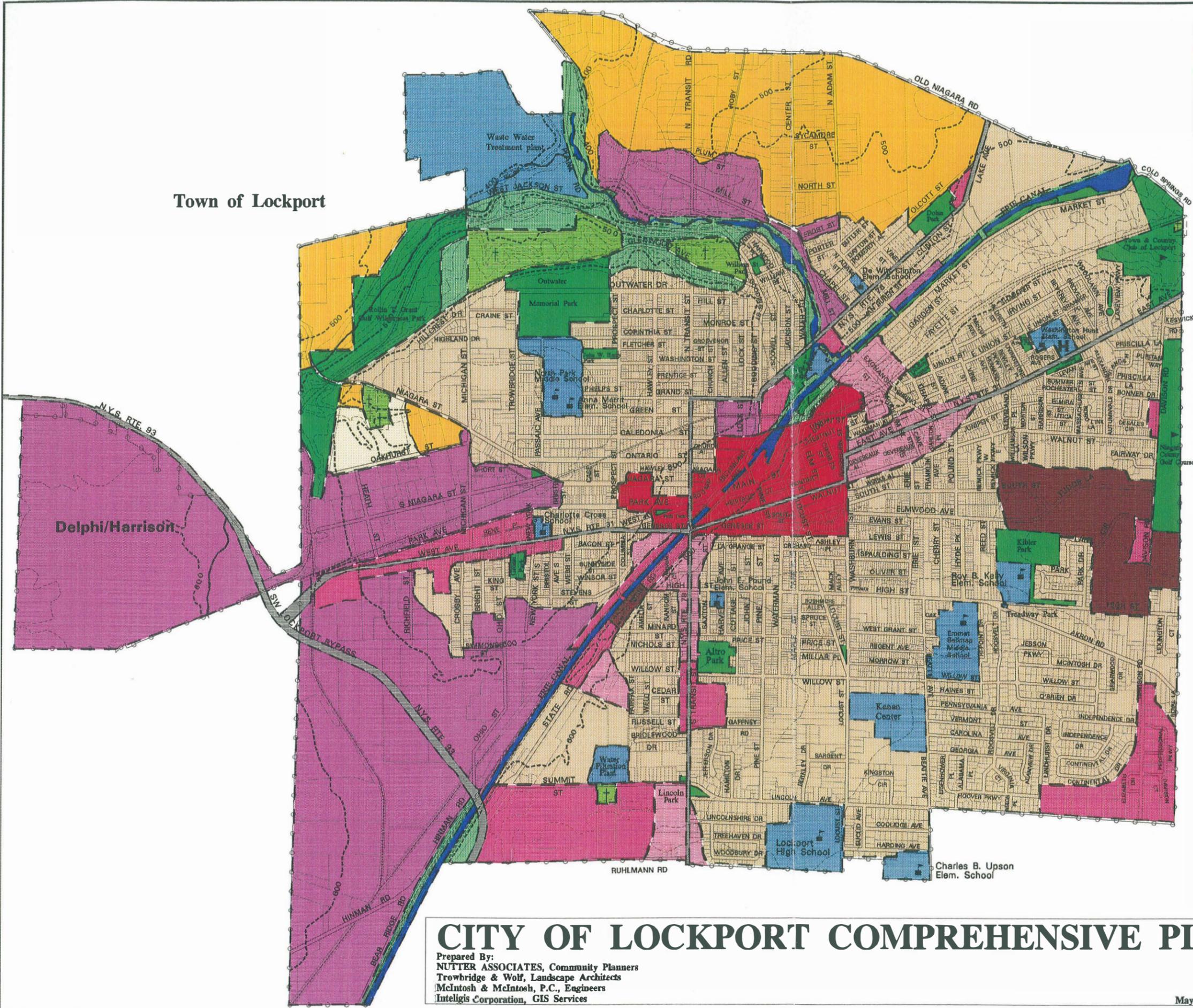
CITY OF LOCKPORT COMPREHENSIVE PLAN

Prepared By:
 NUTTER ASSOCIATES, Community Planners
 Trowbridge & Wolf, Landscape Architects
 McIntosh & McIntosh, P.C., Engineers
 Intelgis Corporation, GIS Services

Existing Land Use Map

May 1998

Town of Lockport



LEGEND

Low-Density Residential	Cemeteries
Low/Medium Density Residential	Property Lines
Medium-Density Residential	Rail Line
High-Density Residential	Contours
Central Business District	City Line
Commercial	School
Mixed Use	Cemetery
Industrial	Hospital
Open Space	State Route
	Parks

1 Scabo Park
2 Carveth Packet Park
3 Raymond C. Betsch Packet Park
4 Samuel C. Pecoraro Park
5 Nelson C. Goble Park
(Widewaters Marina)

MILES
0 .25 .5

N

Delphi/Harrison

NIAGARA FRONTIER



CITY OF LOCKPORT COMPREHENSIVE PLAN Future Land Use Concept

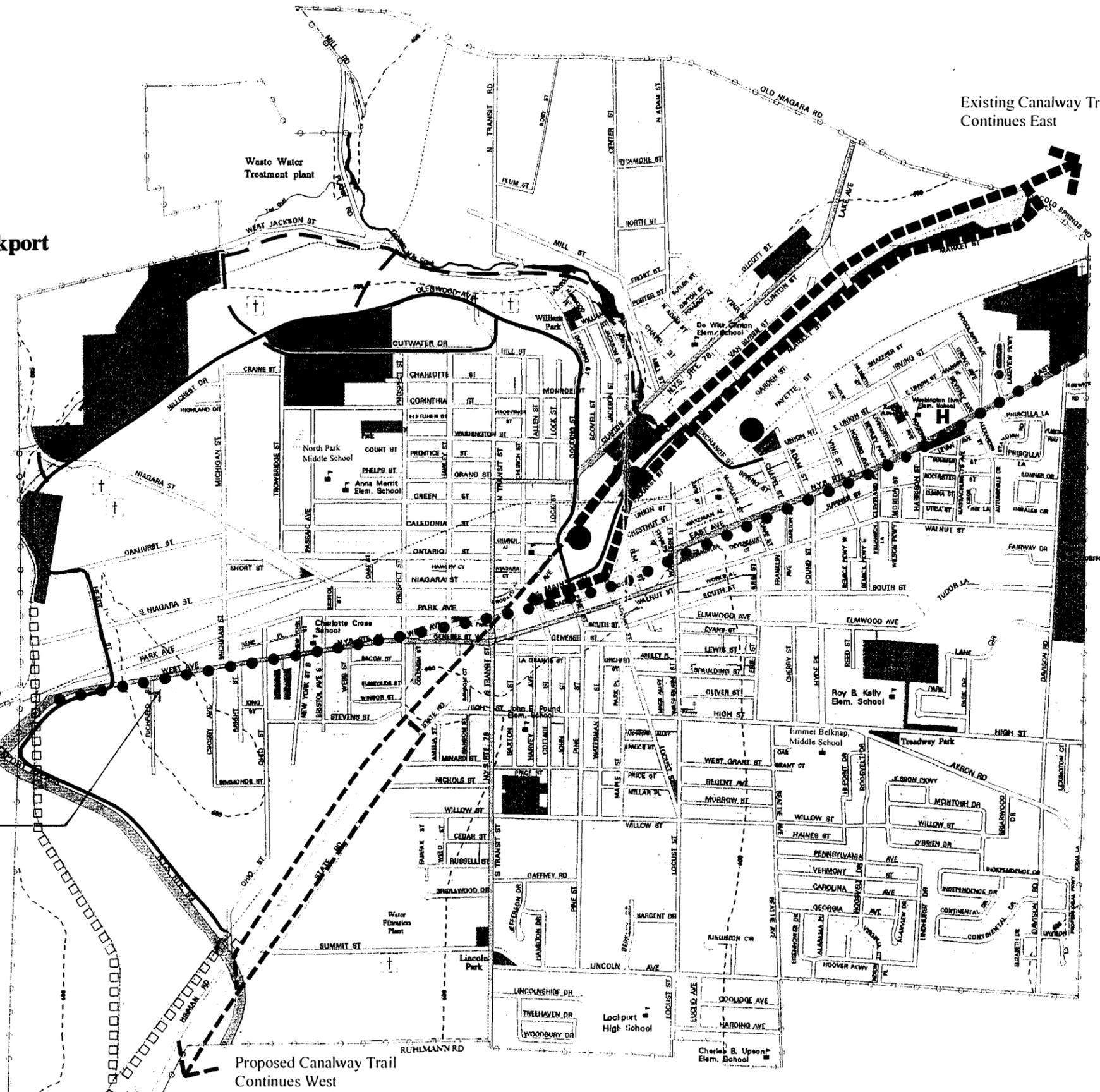
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Town of Lockport

Former City Landfill →

Delphi/Harrison

Existing Route 5 Bikeway



Existing Canalway Trail Continues East

Proposed Canalway Trail Continues West

Legend

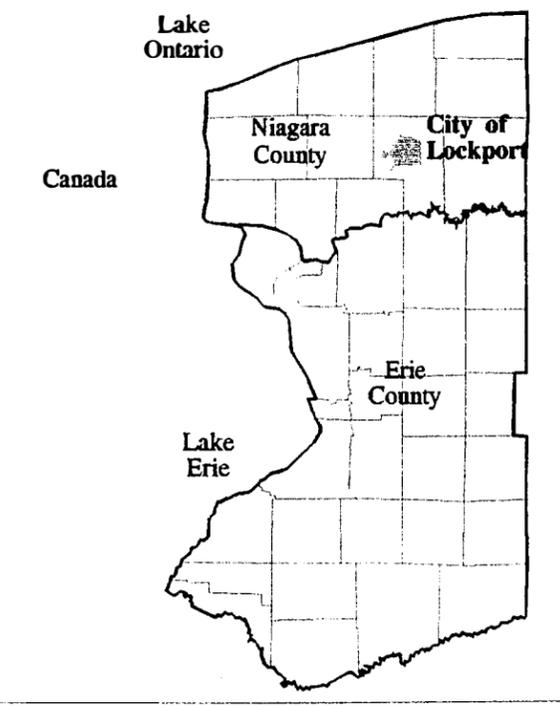
- Proposed Erie Canal Trail
- ▬▬▬ Existing Erie Canal Trail
- Proposed Multi-use Trail on Old Erie Lackawanna Rail Bed
- Proposed Escarpment Trail
 - Nature Trail
 - Auto/Bike Tour Route
- Interpretive Stations
- Property Proposed for Potential Acquisition
- Existing Parks

MAP SCALE : 1 Inch = 1750 feet

MILES

0 .25 .5 N

NIAGARA FRONTIER



CITY OF LOCKPORT COMPREHENSIVE PLAN
Recreational Opportunities

May 1998

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