



# City of Dunkirk, New York

BROWNFIELD OPPORTUNITY AREA STEP II NOMINATION PLAN

Chadwick Bay Village Master Plan



January 2018







## Table of Contents

Executive Summary.....	i
<b>1. Project Description and Boundary .....</b>	<b>1</b>
1.1 Project Sponsors .....	1
1.2 BOA Program Background.....	2
1.3 Project Description .....	3
1.4 Recent and Ongoing Planning Efforts .....	5
1.5 Community Vision and Goals .....	14
1.6 Boundary Description and Justification.....	17
<b>2. Community Participation Plan .....</b>	<b>19</b>
2.1 Community Participation Plan .....	19
2.2 Techniques to Enlist Partners .....	19
2.3 Workshops and Community Meetings .....	19
<b>3. Analysis of the BOA.....</b>	<b>21</b>
3.1 Community and Regional Setting .....	21
3.2 Inventory and Analysis .....	41
3.3 Economic and Market Trends Analysis and Key Findings .....	68
<b>4. The City of Dunkirk Chadwick Bay Village Master Plan .....</b>	<b>69</b>
4.1 Chadwick Bay Village.....	71
4.2 Key Projects to Transform Dunkirk’s Waterfront .....	71
4.3 Proposed Ministerial Actions for Implementation .....	80
4.4 New York State Funding for Implementation .....	81
4.5 Transportation Enhancement Funding.....	90

### Map Figures

Figure 1 –	Community Context Map
Figure 2 –	BOA Boundary Map
Figure 3 –	Existing Land Use Map
Figure 4 –	Existing Zoning Map
Figure 5 –	Existing Land Ownership Map
Figure 6 –	Parks and Open Space Map
Figure 7 –	Underutilized Sites Location Map
Figure 8 –	Key Building and Historic Site Map
Figure 9 –	Natural Resources and Environmental Features Map
Figure 10 –	Transportation Systems Map
Figure 11 –	Infrastructure Systems Map
Figure 12 –	Master Plan of Proposed Improvements
Figure 13 –	Concept Plan for Lake Shore Drive Improvements
Figure 14 –	Potential Waterfront Improvements Plan
Figure 15 –	Waterfront Improvements Design Concept
Figure 16 –	Community Connectivity Plan

**Appendices**

Appendix A – Economic and Market Trends Analysis

Appendix B – Priority Site Profiles

Appendix C – Community Participation Plan

Appendix D – Public Meetings and Workshop Materials

This Nomination Study was prepared for the City of Dunkirk and the New York State Department of State with state funds provided through the Brownfield Opportunity Areas Program.

# Executive Summary

## OVERVIEW

Six areas, covering about 500 acres of land, have been identified as brownfield, vacant, or underutilized properties within the City of Dunkirk in Chautauqua County. Therefore, the City of Dunkirk has been funded by the New York State Department of State (NYSDOS) to undergo the Step II Nomination Plan under the Brownfield Opportunity Area Program (BOA). The program provides necessary resources for municipalities to revitalize and redevelop brownfield, vacant, and underutilized properties.

To best understand the City of Dunkirk's Brownfield Opportunity Area (BOA) it is necessary to understand the context of the community including its history, planning efforts, demographics, and continuous planning efforts.



## BOA PROGRAM

### Step 1: Pre-Nomination Study

- Preliminary analysis of the community and potential brownfield sites
- Identification of BOA Boundary
- Initial identification of opportunities for renewal
- Establishment of partnerships with key stakeholders

### Step 2: Nomination Plan

- Comprehensive analysis of the BOA and target sites
- Economic and market trends analysis
- Development of specific recommendations for the reuse of target sites

### Step 3: Implementation

- Detailed individual site assessments, as required, to determine remediation needs.
- Preparation of detailed reuse and redevelopment strategy for target sites
- Development of a marketing strategy for target sites

## BOA HISTORY

Located on Chadwick Bay along Lake Erie, becoming the intersection of shipping, railway, and highway transportation, the City of Dunkirk became a recognized population center in 1817. This location provided the necessary manufacturing infrastructure for locomotive, coal, steel, silk, and radiator industries to move into this area and stimulate a great amount of economic activity. However, with the shift in technology and consumption, this rust-belt city lost manufacturing business, money, and therefore jobs. Now half of its industrially zoned land is considered underutilized, especially due to the footprint several of these companies have left as a result of intense usage.



*Dunkirk Radiator c. 1940*



*Interior of Foundry, American*

## COMMUNITY VISION & GOALS

Goals of regional, local, and site specific plans have influenced the BOA plan for revitalizing the City of Dunkirk. Several strategies were used to ensure participation of stakeholders in the City of Dunkirk including residents, business representatives, city staff, funding agencies, and the general public. These community groups played a vital role in establishing a vision for the future of the City that meets the needs in whole of the community as a whole, communicating their values through encouraged open dialogue, workshops, and several public meetings.

### REGIONAL GOALS:

- Enhance vision of Chautauqua County as, **"a premier place to visit, learn, conduct business, and be proud to call home,"** through collaboration between government, stakeholders, and the public.

Regional Plans
Northern Chautauqua County <del>Intermunicipal</del> Local Waterfront Revitalization Program (2015)
Community Needs Assessment 2014, Chautauqua Opportunities, Inc. & Chautauqua Opportunities for Development, Inc. (2014)
Chautauqua County Community Health Assessment 2014 – 2017 (2013)
Chautauqua 20/20 Comprehensive Plan (2011)
Lake Erie Concord Grape Belt Heritage Area Management Plan (2010)
Chautauqua County Design Principles Guidebook (2009)
Chautauqua County Branding, Development and Marketing Action Plan (2009)
Chadwick Bay Region Comprehensive Plan (1997)
City of Dunkirk Plans
City of Dunkirk 2016 CDBG Annual Action Plan (2015)
Brownfield Opportunity Area Pre-Nomination Study (2008)
City of Dunkirk Specific Area Plans
A Roadmap for Central Avenue (2016)
City of Dunkirk - Lake Front Connector Trails (2014)
Walkability Survey Summary Report (2013)
Central Business District Development Strategy (1996)
Waterfront Enhancement Plan – 1992
Surrounding Community Plans
Town of Dunkirk Comprehensive Plan (2015)

*Community Plans*

- Focus on the waterfront as an anchor, building upon historic and local assets to repurpose for learning and tourism
- Attract a mix of small and large businesses to stimulate jobs and economic opportunity
- Encourage innovation in energy production
- Rehabilitate vacant housing units, revitalize brownfields, improve circulation, and increase access
- Utilize state and federal funding programs
- Supplement the Chautauqua County Comprehensive Plan by providing content with particular respect to the design issues that affect the visual quality of new development, infill, and redevelopment.

#### LOCAL GOALS:

- **Continue to promote Dunkirk as a high-quality place to live**, develop relationships with private developers and promote a business-friendly environment
- Utilize The Community Development Block Grant (CDBG) entitlement program allocates annual grants to assist in the development of viable communities
- Receive an annual allocation of federal funds from HUD by creating a five-year Consolidated Plan (strategic plan) with a one-year Action Plan

#### BOA NOMINATION STUDY GOALS:

- **"The business district will be economically competitive, visually pleasing, and will recognize the strengths of the city's ethnic heritages"**
- Promote maritime heritage in the waterfront area, enhancing recreational and cultural opportunities
- Strengthen paths and regional trail system links to waterfront, complete lakefront trail connections
- Celebrate history, arts, and diversity and create tourist destinations in the business district
- Promote mixed use to support a vibrant, walkable community



## PROJECT AREA

PROJECT SITES: 15 sites were selected as focus areas for Step II meeting the following criteria.

1. Size and growth potential
2. Location
3. Environmental Constraints
4. Ability to stimulate adjacent activity
5. Developer potential interest
6. Municipal and developer collaboration

These sites include properties in the waterfront district and central business district, scattered properties in northeastern Dunkirk between Wright Park Drive and Otter Street, as well as the industrial sites of Robin Steel, Al-Tech, and NRG.

BOA SITES: Brownfield, vacant, underutilized

1. Waterfront block
2. Stefans Block
3. Masonic Temple
4. County Parking Lot
5. Central Avenue Terminus Block
6. Faith Baptist Church
7. Mulholland Block
8. Sam Family Farm
9. Main Street West Corner
10. Main Street East Corner
11. Main Street North Corner
12. Woodlands
13. Former Robin Steel
14. Former AL-Tech
15. NRG Site

*Sites Recommended for Phase I  
Environmental Site Assessments*



## PROJECT AREA ANALYSIS

### DEMOGRAPHICS: United States Census Bureau 2000 to 2014

The most recent population count of the City of Dunkirk was 12,386. In the past 50 years, the City has been experiencing a decline in population, with a most recent loss of 9%, which is higher than the county and state.

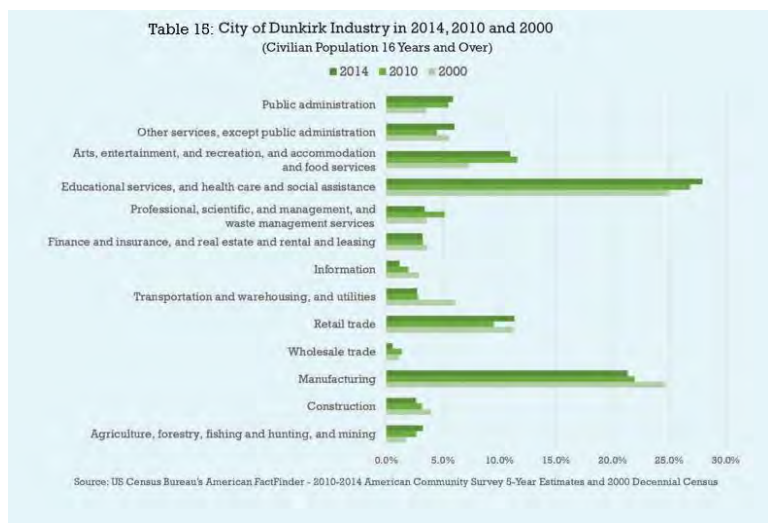
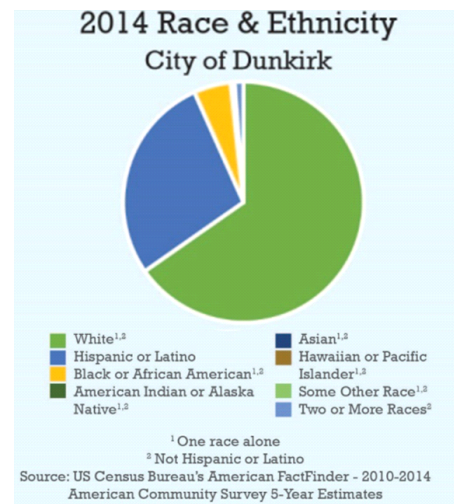
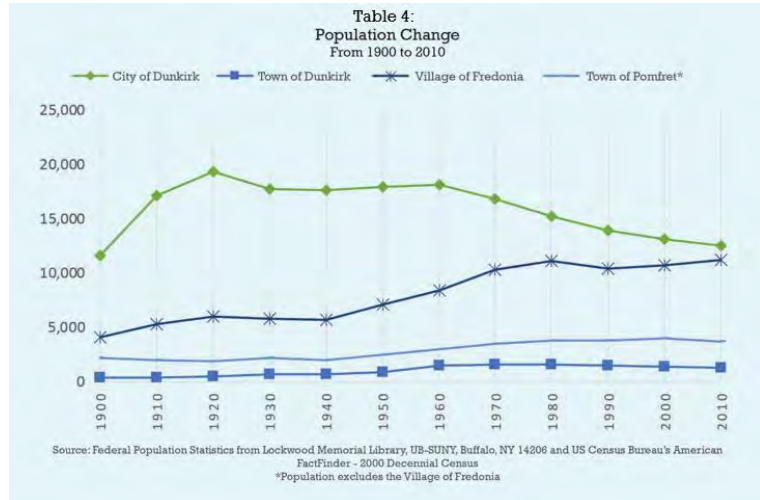
The median age has remained at about 37 years while the county and state median age have increased.

The City is more diverse than the county, but not as diverse as New York State.

Total household income for the City of Dunkirk is \$37,930, with 25% of the population below the poverty level, whereas the county and state have higher median incomes and lower poverty rates.

Most occupations are in educational services, health care, and social assistance. Although slightly higher than the state, unemployment has recovered since 2010 from 9% to 6.1%.

There is a steady amount of housing units in the City, however, the City experienced a 10% vacancy rate in 2014. 30% of housing is between \$40,000 and \$59,999.





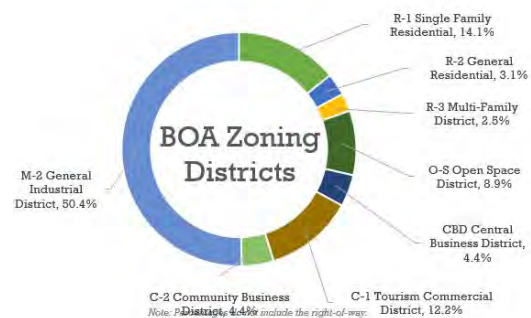
## LAND COVERAGE

123 acres of industrial land, including AL-Tech and Robin Steel, 98 acres of scattered vacant land, 63 acres of NRG Plant, Inc. property, about 65 acres of dispersed vacant residential land, 52 acres along Central Avenue and Lake Shore Drive, and about 90 acres of recreational land including Memorial Park, Wright Park, and marinas makeup the BOA.

Most of the land in the City of Dunkirk is privately owned at 78%, whereas only 15% of the BOA is owned by the City, and the rest left mostly to the county.

Land in the northeastern portion of the BOA is located within an archeologically sensitive area, with one property registered as a Historic Place.

The watershed of Lake Erie has significantly influenced the topography, geology, soils, erosion, wetland and floodplain, groundwater, and species characteristics of the City.



## RECOMMENDATIONS

Zoning Law in the City of Dunkirk dates to 1995, with the only land uses permitted without Site Plan Review as single family dwellings. 8 of the 9 zoning districts are included in the zoning districts. Therefore recommendations that have been made that would benefit the City include:

1. An Updated Comprehensive Plan that is the foundation for new land use regulations and evaluation of zoning laws
2. An Adopted Local Waterfront Revitalization Plan (LWRP) to direct development within the Harborfront overlay districts
3. Detailed Guidance standards for design and appearance of structures in the downtown and waterfront areas especially and potentially throughout the City, guided by evaluation of architecture in the Historic Overlay District by the Historic Commission or Planning Board

## TRANSFORMATION

The City of Dunkirk has developed **key objectives** to reuse and reactivate these areas based on these historical, cultural, community, and regional goals, focusing on significantly improving business opportunities and jobs, enhancing visitor experience, and heightening quality of life.

1. Focus and strengthen development within the Central Business District and the Waterfront;
2. Reuse and upgrade vacant and underutilized land to enhance economic development;
3. Nurture and work towards creating a distinctive Waterfront community that has a strong sense of place;
4. Guide development decisions in a clear, cost effective and equitable manner for all those involved;
5. Encourage community and stakeholder collaboration on development decisions;
6. Improve access to and along the waterfront and work towards establishing year round development and activities along the waterfront that draws local residents, tourists, seasonal users and long term recreational users;
7. Spur development that creates employment opportunities and expands the tax base.

Properties within the BOA will require **significant and sustained involvement from the City** since they will impact demographic and socioeconomic conditions as well as physical conditions. The City must proactively accommodate for potential new residents, attract tourists, build relationships with nearby communities, promote growth in the City and at the waterfront, concentrate retail back into the downtown, encourage small business manufacturing, and be open to innovation to reuse former industrial sites for new productive uses.

## REVITALIZATION PLAN

### PROPOSE INFRASTRUCTURE PROJECTS

1. Pursue a Lake Shore Drive Complete Streets and Beautification Plan and Reconstruction.
2. Memorial Park and Boardwalk Market Public Plaza and Entertainment/Band Shell Facility
3. Develop a Community Connector Improvement program to better link Fredonia with the Chadwick Bay Village
4. Environmental Education and Awareness at the NRG site

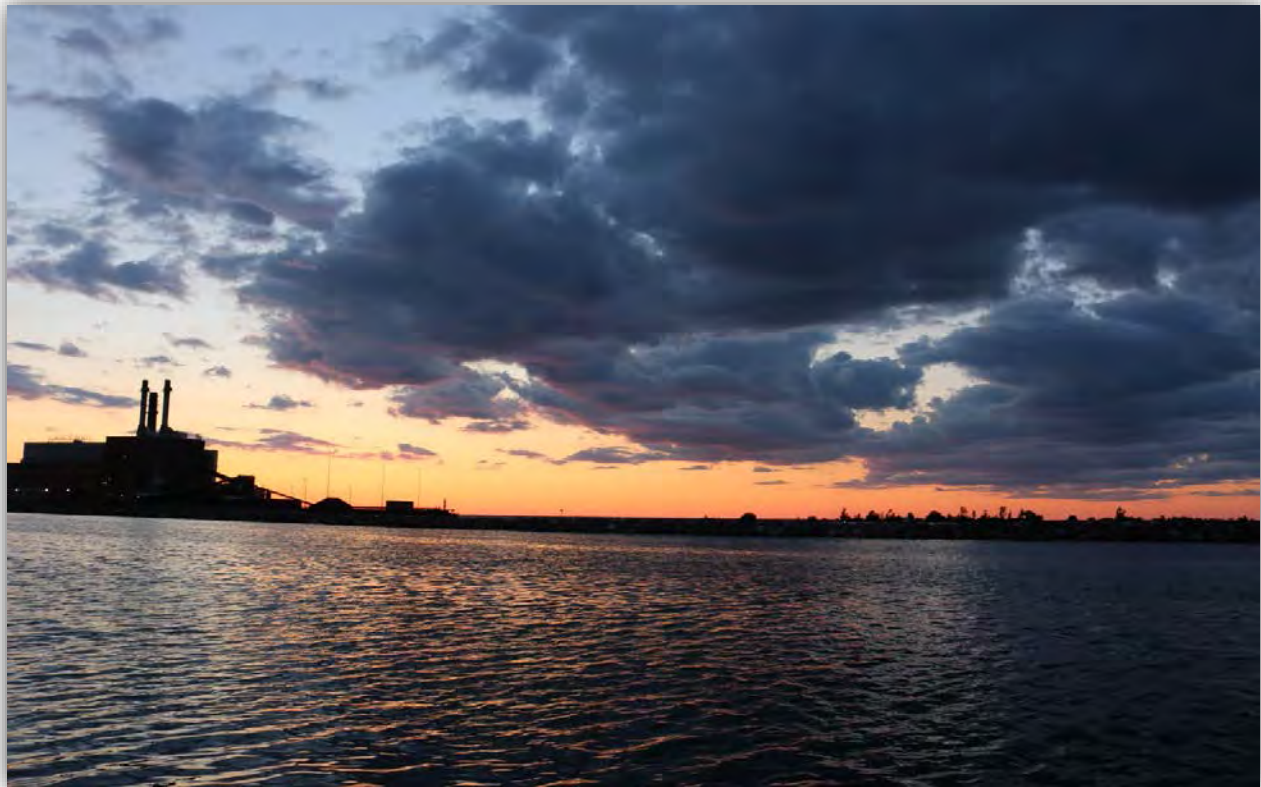
### PROPOSE POLICY/REGULATORY ACTIONS

- 1) Update the City's zoning code to include specific form-based codes that better address urban design, form, and function, as opposed to being land use-based.
- 2) Hold property owners in the BOA more accountable through building code and property enforcement.
- 3) Develop a program for demolition of abandoned structures through monitoring and enforcement of building code violations.
- 4) Improve the image of the BOA through marketing, signage and streetscape enhancements to spur development.

### APPLY FOR FUNDING

1. New York State Regional Economic Development Council Projects and Programs
2. Consolidated Funding Application
3. Transportation Enhancement Funding Programs





## 1. Project Description and Boundary

### 1.1 Project Sponsors

This Step II Nomination Plan (herein referred to as “the Plan”) is sponsored by the City of Dunkirk and managed by its Department of Planning and Development. Funding for the Plan is provided by the New York State Department of State (NYSDOS) under its Brownfield Opportunity Area (BOA program). The intent of the Step II Nomination Plan is to assess the existing conditions and future development potential of former brownfield, vacant, or underutilized properties within a designated area in Dunkirk identified by the City as an area where economic growth and long-term revitalization can be achieved. To accomplish this, the Nomination Study

establishes a Vision for the Waterfront areas of Dunkirk and identifies a series of projects and programs that, when implemented, can result in improved business opportunities, superior visitor experiences, and a heightened quality of life for residents.

This plan was shaped working with a local Steering Committee, stakeholders, funding agencies in New York State, and representatives from various City departments, neighborhood groups, and local organizations, all with an interest in the revitalization of the Dunkirk Brownfield Opportunity Area (BOA).

This Nomination Plan was prepared in accordance with the Step II Nomination Generic Work Plan established by the NYSDOS.

## 1.2 BOA Program Background

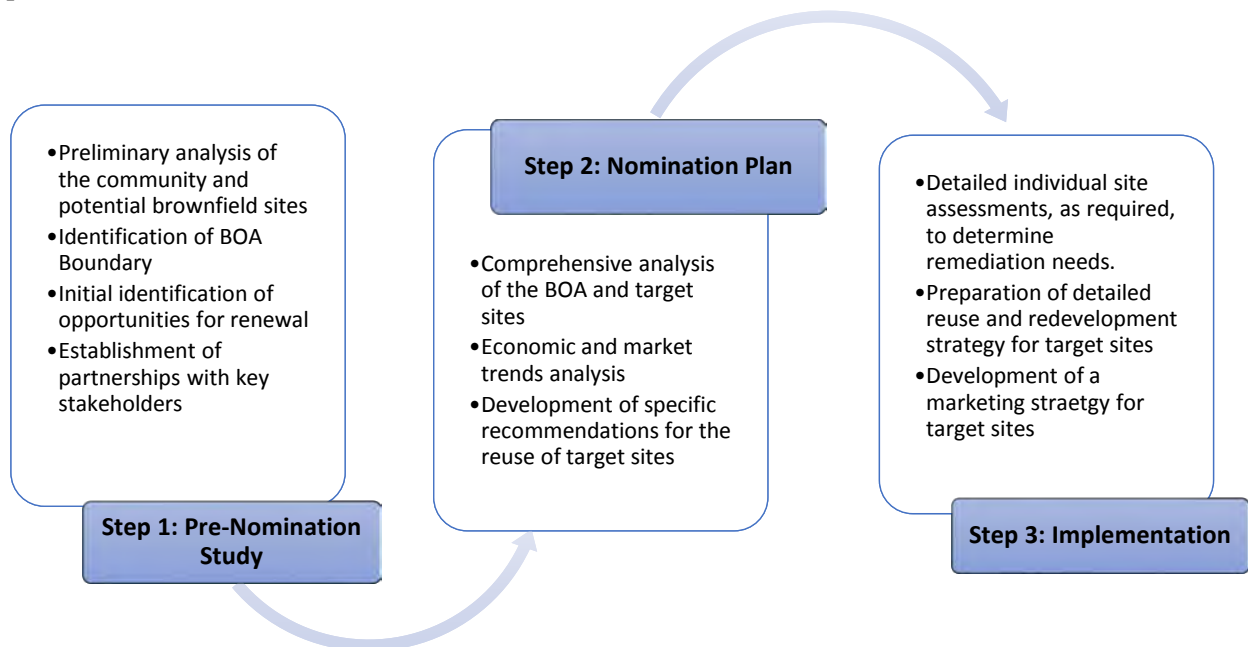
The BOA Program is a 3 step planning process designed to provide the resources necessary for municipalities like the City of Dunkirk to mitigate the long-running, damaging effects of the perceived presence of brownfield activity and vacant sites in their respective City municipalities. As the BOA process moves forward, development plans, approved by the Department Of State are devised with the goal of ultimately obtaining redevelopment funds at the State and Federal level needed to allow both the private and public sector to work in tandem on implementing the designated economic development projects.

The first of the 3 step program, a Pre-Nomination Study was prepared in 2009 by the City of Dunkirk and submitted to NYS to obtain designation for the Dunkirk BOA. The Pre-Nomination Study submitted by Dunkirk involved the selection of a designated area determined by the municipality and local stakeholders to be an area in need of revitalization and redevelopment. The study provided a data set that included basic

information about characteristics of the selected BOA area and information on individual brownfields and underutilized sites within the study area that were deemed to be relevant to the development of the area.

The Pre-Nomination Study by Dunkirk also began the environmental review process necessary to effect development in the area within the context of the New York State Environmental Quality Review Act (SEQRA) by preparing an Environmental Assessment Form (EAF).

The second step of the BOA Program undertaken by this study is the Nomination Phase (Step II), in which more detailed information about the BOA area and individual sites is obtained and used to analyze economic and market trends within the study area and the larger Chautauqua County region. The visioning process, initiated during the Step 1 Pre-Nomination Study, is also advanced in this step, further developing the community's vision for successful redevelopment. The SEQRA process is also advanced during Step 2



by finalizing the Environmental Assessment Form and making a “determination of significance” of proposed projects with regards to potential environmental impacts by the Lead Agency (City of Dunkirk).

The third and final step of the BOA Program will be the Dunkirk BOA Implementation Strategy (Step III) in which potential site assessments, and other pre-development activities will occur. This phase continues the strategic planning process undertaken in Steps 1 and 2 to define the specific activities necessary to achieve the successful redevelopment of high-priority sites and the area as a whole. Where appropriate, site assessments will be used to evaluate the environmental conditions of targeted sites and determine the remedial efforts necessary, if any, to make priority sites shovel-ready – furthering removing potential obstacles to redevelopment. The SEQRA process will also be completed during this final step of the BOA Program.

### 1.3 Project Description

The City of Dunkirk is located along Lake Erie in the Chadwick Bay portion of northern Chautauqua County. The Chadwick Bay Region consists of the City of Dunkirk, the Village of Fredonia, and the towns of Dunkirk, Pomfret, Portland and Sheridan. Chautauqua County, along with Allegany and Cattaraugus Counties are often referred to as the Southern Tier area of Western New York. The Community Context Map on **Figure 1** illustrates this relationship.

Because of its large, natural harbor, Dunkirk became an industrial center linking shipping, rail and highway transportation. Although coal is no longer brought to the now dormant NRG

Energy plant by lake freighter, two active rail lines still pass through the City of Dunkirk servicing most industrial sites and are still active.

Largely due to its industrial heritage, the City of Dunkirk has a high concentration of brownfield sites. In addition to known brownfield sites, numerous other vacant properties with the potential to positively impact the re-development of Dunkirk exist in the City, many within the downtown, civic and waterfront areas.

Like many rust-belt cities across America’s Midwest, the relatively small City of Dunkirk has suffered the consequences of loss of its historical manufacturing base. The City of Dunkirk Department of Planning and Development has estimated that half of the City’s industrially zoned land is either currently non-productive or underutilized. Locomotive assembly plants, metal foundries, steel manufacturing plants and metal fabrication facilities in the City formerly employed thousands of resident and occupied what are currently clusters of abandoned or underutilized industrial sites. The BOA program is the means to plan for the reuse and redevelopment of these sites by formulating a clear vision for the future, not just the sites themselves, but for the City of Dunkirk as a waterfront community.

Redevelopment projects proposed under this study will have a major beneficial impact on the local community by creating construction and permanent jobs, placing these properties back on the tax rolls and eliminating the physical, psychological and environmental barriers associated with known brownfields as well as sites that may be perceived to be brownfields within the City.

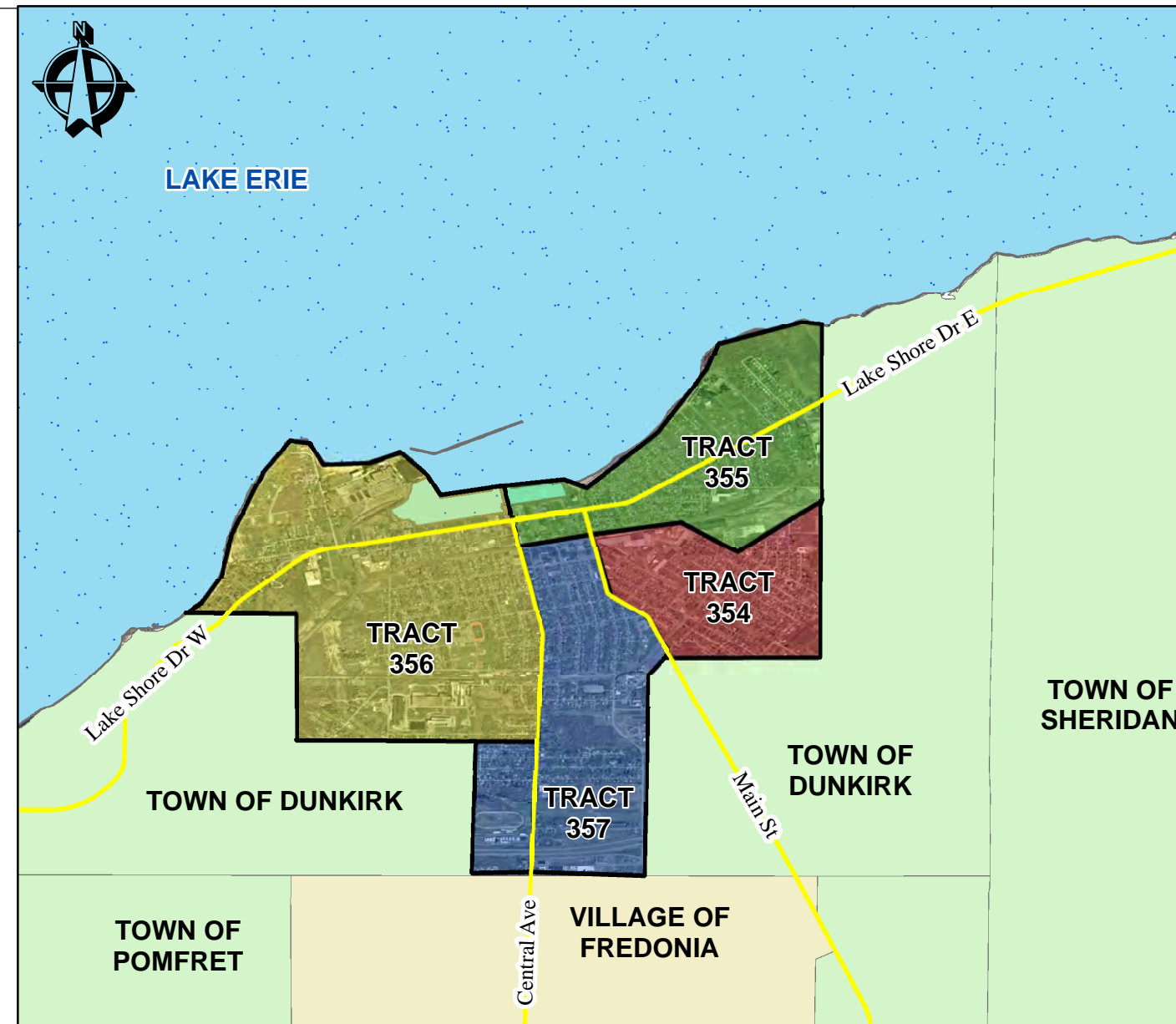




NEW YORK STATE



CHAUTAUQUA COUNTY



CITY OF DUNKIRK

Figure No. 1

## Community Context Map

Prepared by: GPI Date: 11/10/2016  
New York State Plain West GCS NAD 83  
Imagery, and Boundary Information  
provided by NY GIS  
Block data provided by US Census Bureau



### Building on the Pre-Nomination Study

The BOA boundary for the Step I Pre-Nomination Study consisted of the entire city limits. A citywide inventory of brownfield and underutilized sites was compiled that examined brownfield and other vacant sites throughout the City. Step I of the BOA program presented an opportunity to gain a strategic understanding of the known brownfield sites within the City. The City has had several successful remediation projects completed in recent years, including cleanups at Roblin Steel, Alumax Extrusions, Lynx Avenue, Marsh Valve and Niagara Motors. Since cleanup at these sites, some have moved closer toward pre-development activity.

One of the successful brownfield cleanup projects within the City of Dunkirk was the cleanup of properties on Lynx Avenue. These properties were vacant for more than a decade and are now the home of the SUNY Fredonia Technology Incubator – a state-of-the-art facility which the City and its consultants had the luxury of using as the site of the BOA Step II Nomination Plan workshop sessions and public meetings. The Incubator redevelopment project was funded by New York State through SUNY Fredonia.

The early stages of the BOA Step I Pre-Nomination Study identified three main areas of particular interest for redevelopment. These areas included the Roblin Steel Corridor, the Waterfront and Harbor Area and the AL Tech site. Since then, the combined efforts of the City and Chautauqua County to redevelop several properties within the Roblin Steel Corridor have gained momentum and may not require the planning efforts of the BOA program to move the site towards redevelopment.

At the time of the Step I Pre-Nomination Study, the majority of the brownfield sites along the Waterfront and Harbor Area had been or were in the process of being addressed through other city planning efforts. As a result the AL-Tech site became the primary focus of the Step I Pre-Nomination Study since, at the time, it was the largest and most problematic site in the City. Portions of the site are designated under the NYSDEC State Superfund Program and are currently undergoing a phased environmental remediation to address over 100 years of industrial contamination. While two active businesses occupy a portion of former the AL-Tech site, the majority of the remaining property is underutilized. Cleanup and redevelopment of this site continues to be a central focus of the City of Dunkirk's brownfield redevelopment initiative. Cleanup and redevelopment of the remaining sites will ultimately represent important milestones along the road to an enhanced quality of life and economic prosperity for the residents of the City of Dunkirk. However, due to the amount of contamination and cleanup that still remains throughout the site as well as the existing deteriorated structures, the AL-Tech site will take much time and resources to bring to the marketplace, time and resources that are better devoted to implementing other important, smaller, and more economically feasible redevelopment sites in the immediate area.

Subsequently, when scoping for the BOA Step II Nomination Plan began, it became apparent that many smaller vacant and underutilized sites located within the waterfront harbor area should become the focus of this area-wide planning effort, and likely have a larger, more lasting impact on the City of Dunkirk than the AL-Tech site. Therefore, and due to the current status and long-term rehabilitation that is

undoubtedly still needed at the AL-Tech focus area, the City determined that the best opportunity for systematic implementation and revitalization of the City of Dunkirk under its BOA initiative was to focus on its downtown and waterfront areas.

Through advancement of this Step II BOA Nomination Phase, the City is continuing its efforts to reverse the trend of disinvestment and abandonment that has plagued its commercial corridors and waterfront area within the proposed BOA for decades. This Step II plan is one of multiple planning and economic development initiatives underway within the City, demonstrating the City's commitment to transforming their former industrial properties and underutilized waterfront areas to viable, vibrant new uses that can contribute positively to economy and image of the City of Dunkirk. This Nomination Plan seeks to identify the BOA's redevelopment potential and document current examples (as of the writing of this report) that the Nomination Plan has already leveraged for the City in the form of new waterfront development activity.

## 1.4 Recent and Ongoing Planning Efforts

Regional, local and area planning efforts comprise the existing planning context for the City of Dunkirk BOA. This section summarizes each related plan describing the general purpose or vision and the implementation actions that relate to the City of Dunkirk BOA. Table 2 provides a listing of planning efforts reviewed, followed by descriptions of relevant information from each of the planning documents.

Regional Plans
Northern Chautauqua County Intermunicipal Local Waterfront Revitalization Program (2015)
Community Needs Assessment 2014, Chautauqua Opportunities, Inc. & Chautauqua Opportunities for Development, Inc. (2014)
Chautauqua County Community Health Assessment 2014 – 2017 (2013)
Chautauqua 20/20 Comprehensive Plan (2011)
Lake Erie Concord Grape Belt Heritage Area Management Plan (2010)
Chautauqua County Design Principles Guidebook (2009)
Chautauqua County Branding, Development and Marketing Action Plan (2009)
Chadwick Bay Region Comprehensive Plan (1997)
City of Dunkirk Plans
City of Dunkirk 2016 CDBG Annual Action Plan (2015)
Brownfield Opportunity Area Pre-Nomination Study (2008)
City of Dunkirk Specific Area Plans
A Roadmap for Central Avenue (2016)
City of Dunkirk - Lake Front Connector Trails (2014)
Walkability Survey Summary Report (2013)
Central Business District Development Strategy (1996)
Waterfront Enhancement Plan – 1992
Surrounding Community Plans
Town of Dunkirk Comprehensive Plan (2015)

Table 1: Recent Plans and Studies

## Regional Plans

*Northern Chautauqua County Inter-municipal Local Waterfront Revitalization Program (2015)*

### Study Area

City of Dunkirk, Town of Dunkirk, Town of Hanover, Town of Pomfret, Town of Portland, Town of Sheridan, Town of Westfield, Town of Ripley, Village of Silver Creek and Village of Westfield.

### Vision / Purpose

Focus on the waterfront as an anchor, brand and primary attraction. The vision specifically addresses the City of Dunkirk:

“Downtown revitalization in the Dunkirk core area, with its beaches, pier and museums creates an anchor in the waterfront system of natural and recreational attractions. Dunkirk is unique in that it is the only city on Lake Erie where the downtown and the waterfront are integrated along the main street, rail is elevated and access to the waterfront is at grade. This ease of access increases the opportunity for vibrant recreational and economic activities.”

### Topics Covered

Inventory and analysis, waterfront revitalization policies, proposed land and water uses and projects and techniques for implementation of the program.

### Policy Directions

- Foster a pattern of development that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a coastal location, and minimizes adverse effects of development.
- Preserve historic resources.
- Enhance visual quality and protect scenic resources.
- Minimize loss of life, structures and natural resources from flooding and erosion.
- Protect and improve water quality.
- Protect and restore the quality and function of waterfront ecosystems.
- Protect and improve air quality along the Northern Chautauqua County Waterfront.
- Minimize environmental degradation in the waterfront area from solid waste and hazardous substances and wastes.
- Provide for public access to, and recreational use of, coastal waters, public lands, and public resources of the waterfront area.
- Protect water-dependent uses, promote siting of new water-dependent uses in suitable locations and support efficient harbor operation.
- Promote the sustainable use of marine resources.
- Protect existing agricultural lands within the Lake Erie waterfront areas.
- Promote appropriate use and development of energy sources.

### Actions that May Impact the BOA

The LWRP proposed a series of projects for the City of Dunkirk, these include:

- Wright Park Beach Improvements & Expansion.
- Lake Front Boulevard Promenade connecting the Marina to Wright Park.
- Dunkirk Marina Enhancements including a walking deck, boardwalk around the marina and additional park space on underutilized parcels.
- Breakwater Trail Enhancements for fishing, birdwatching and walking in the harbor area.
- Great Lakes Science and Education Center proposed next to the Clarion Hotel (proposed for funding under the SUNY 2020 program).
- Infill development in the waterfront area.
- Point Gratiot Improvements including access and circulation.
- Lake Erie Heritage Center and Shipwreck Museum located at the southwest corner of Central Avenue and Lake Shore Road (recommended in 2000 feasibility study).
- Development of a Welcome and Information Center on Route 5 near the harbor area.
- Event parking near the harbor area, potential use of NRG railroad tracks and coal storage area identified.

- NRG tours and interpretation (Note: At the time of the LWRP, it was intended that NRG be converted to natural gas. Since then it was determined that the plant would close. However, given recent discussions with the EPA regarding the future of the NRG facility, the City is still optimistic the plant will reopen as a natural gas operation).
- Harbor maintenance schedule for dredging and weeding of Dunkirk Harbor.
- Development of a Government Plaza across from City Hall.
- Attract cruise ships that now skirt the area to offer excursions along the County coastline.
- Proposed establishment of development incentives including low interest financing and tax incentives for redevelopment along Central Avenue and Lake Shore Drive.
- Proposed establishment of a façade program along Central Avenue and Lake Shore Drive.
- Proposed development of design standards for the downtown business district.
- Intermodal connections for future rail service potential to connect to waterfront and accommodations.

Additional area-wide improvements to implement the vision are also provided.

*Community Needs Assessment 2014, Chautauqua Opportunities, Inc. & Chautauqua Opportunities for Development, Inc. (2014)*

#### Study Area

Chautauqua County.

#### Vision/Purpose

To identify the need for services that address local needs and conditions.

#### Topics Covered

Analysis of socio-economic trends to make recommendations in the topics of economy and employment, housing, health, family life, early education and child care, education and youth, public assistance, transportation, community development, public safety and volunteerism.

#### Actions that May Impact the BOA

The Needs Assessment makes a series of recommendations for each of the topics covered. The following details recommendations that may be particularly relevant to the City of Dunkirk BOA:

- Continue aggressive marketing of the area's strengths to attract small businesses, as well as larger businesses that will employ large numbers of workers.
- Continue to explore and reward innovative opportunities that utilize advanced technology techniques and energy production.
- Rehabilitate vacant and depressed housing units to improve housing stock.

*Chautauqua County Community Health Assessment 2014 – 2017 (2013)*

#### Study Area

Chautauqua County.

#### Vision/Purpose

To develop the Community Health Improvement Plan.

#### Topics Covered

A detailed demographic profile of the County, a health profile and identification of the main health challenges.

*Chautauqua 20/20 Comprehensive Plan (2011)*

#### Study Area

Chautauqua County.



Vision/Purpose

To chart a course for future decision-making in the County. The vision for the County is as, “a premier place to visit, learn, conduct business and be proud to call home.” The plan also establishes “catalytic directions”, including:

- Promoting regional cooperation, collaboration, and cooperation across various levels of governments and segments of the Chautauqua County community.
- Leveraging the “World’s Learning Center” brand and tying it to active recreation and quality of life initiatives to promote economic development.
- Marketing Chautauqua County’s assets at all levels.
- Building financial capacity for implementation (e.g., through enhanced grant-writing capabilities).

Topics Covered

Tourism and cultural resources, agriculture and foods, business and economic development, infrastructure and public investment, education and libraries, workforce development, environment, waste management and water resources, historic preservation, architecture and community revitalization, active living and recreation, energy, youth, housing, healthcare, local government, and community action, human services and civic organizations.

Actions that May Impact the BOA

- Targeting economic sectors where the County has strong local assets to build on, including recreation and tourism, personal enrichment/learning, agribusiness and food processing, and industries requiring substantial local/renewable energy and/or water resources.

- Creating and maintaining adequate development sites to start and support local businesses (e.g., brownfield redevelopment areas), taking advantage of state and federal funding programs.
- Proactively marketing the IDA’s “Adaptive Re-use Projects” and “Tourism Destination Projects” tax abatement funding programs to targeted industries in order to adapt old structures for new purposes and to attract tourism-related businesses to locate in Chautauqua County.
- Identifying and building several industry clusters that complement the County’s rural character and “World’s Learning Center” brand, such as a high technology niche, non-traditional/distance education products, and specialty advanced manufacturing.
- Creating a positive business climate for ventures exploring green energy and green energy technologies as a growing market opportunity.
- Continuing to support the development of SUNY Fredonia’s Technology Incubator as an R&D center that supports economic sectors in the County, and assist them in their efforts to reach out horizontally to other regional colleges and/or development initiatives.
- Developing a strategy to improve and promote the currently available and newly developed industrial warehousing/manufacturing facilities in Chautauqua County.
- Expanding rail (passenger and freight) services in the County by coordinating with Amtrak, CSX and other rail providers. Work to establish an Amtrak stop in Dunkirk in partnership with local interest groups, municipalities, SUNY Fredonia,

Chautauqua Institution and other stakeholders.

- Promoting the implementation of urban revitalization efforts in Jamestown and Dunkirk by supporting Jamestown's Urban Design Plan and Neighborhood Revitalization Plan recommendations. Promoting similar efforts in Dunkirk and other municipalities to induce housing demand.

#### *Lake Erie Concord Grape Belt Heritage Area Management Plan (2010)*

##### Study Area

Concord Grape Belt Heritage Area (coastal portion of Chautauqua County).

##### Vision/Purpose

To develop a strategy that preserves, interprets and celebrates the region's unique grape heritage, culture and natural resources. Opportunities to stimulate economic development by creating compatible recreation, tourism attractions and amenities that are core to the Plan. The plan's vision statement is as follow:

"The Lake Erie Concord Grape Belt will be a destination for residents and visitors to enjoy the unique identity, experience and culture of grape growing, harvesting, and juice and wine production. The region will be an interconnected, well defined "place" and a setting for unique heritage and recreation experiences. It will sustain and enhance the grape industry, offering local products and authentic attractions".

##### Topics Covered

Identification of character areas, economic analysis, (Development?) opportunities within the Grape Belt and implementation of recommendations.

##### Actions that May Impact the BOA

- Development of Dunkirk harbor as a waterfront village with retail and entertainment uses, creating major attraction.
- Enhancements of the harbor that include a pedestrian promenade on the pier and extending to the east and west of the harbor.
- Development of the City as a visitor service node for the Grape Belt.
- Development of a Satellite Center to support the Grape Discovery Center.
- Wright Park improvements including the development of a promenade along beachfront, a streetscape with improved vehicular circulation/parking, and improved passive park to strengthen link to Dunkirk Pier.
- Memorial Park improvements including the development of an outdoor events/festival space, a strengthened link to Point Gratiot Park and the Veterans Park Museum and Dunkirk Lighthouse.
- Enhancement of knowledge and interest in grape growing and processing by encouraging public tours of Cliffstar. Outdoor displays, interpretive stations and a small retail component could be integrated to enhance their appeal and function.

Additionally, the plan recommends circulation, wayfinding and area-wide main street revitalization, marketing and promotion.

#### *Chautauqua County Design Principles Guidebook (2009)*

##### Study Area

Chautauqua County.



Vision/Purpose

To supplement the Chautauqua County Comprehensive Plan by providing content with particular respect to the design issues that affect the visual quality of new development, infill, and redevelopment.

Topics Covered

Image preference survey, commercial area considerations, downtown considerations, residential area considerations and demonstration sites.

Actions that May Impact the BOA

- Provides design guidance for development using specific photographic examples.

*Chautauqua County Branding, Development and Marketing Action Plan (2009)*

Study Area

Chautauqua County.

Vision/Purpose

To develop the Chautauqua County brand as:

“The World’s Learning Center, the premier destination for leisure learning opportunities in the Eastern U.S. and eventually the World.”

Topics Covered

Brand strategies, marketing strategies, next steps, budget summary and downtown idea book.

Actions that May Impact the BOA

- Identification of markets for Chautauqua County.
- Identification of Dunkirk as a potential home for water-based learning experiences including open water sailing base with sailing camps and schools or the scuba diving center of Lake Erie.
- Potential for use of waterfront park for festivals and events.

- Promoting of businesses that deliver on the promise of the World’s Learning Center.

*Chadwick Bay Region Comprehensive Plan (1997)*

Study Area

Chadwick Bay Region including the City of Dunkirk, Village of Fredonia, Town of Dunkirk, Town of Pomfret, Town of Portland and Town of Sheridan.

Vision/Purpose

The pristine environment including the waterfront should be enhanced to improve the overall quality of life and attract more visitors to the region, the cultivation of the region’s rich agricultural land should remain a significant factor in the overall economic health of the region, commercial, retail and industrial development in the Chadwick Bay Region including the retention and expansion of existing businesses and attracting new business to locate in the most appropriate areas in the Region.

Topics Covered

Vision, goals, policies and actions, inventory and analysis, development plans and design potentials, and comprehensive plan implementation.

Actions that May Impact the BOA

The Chadwick Bay Comprehensive Plan is currently used as the City’s comprehensive plan and makes the following suggestions.

- The City of Dunkirk should capitalize on its location on the waterfront and attract waterfront related uses such as restaurants, boat rentals, specialty shops, etc.

- Enhancement of the Central Avenue connection between the waterfront and the University.
- Development of links from the Dunkirk waterfront to Wright Park and Point Gratiot Park along Route 5.
- Development of Route 5 as a parkway.
- Improvements in the City of Dunkirk including a waterfront trail to link Wright Park and Point Gratiot Park, shoreline drive to develop beach promenade, improve beach access and provide parking, and an orientation center with information kiosk, landmark/arrival sign, parking and picnic/seating area.
- An evaluation and assessment of older buildings in downtown Dunkirk should be completed to determine their potential for renovation to seniors and affordable housing apartments.
- A “no build zone” should be created along the entire waterfront in the City of Dunkirk to ensure that only public and water related uses are developed between Route 5 and the Lake.
- A new community / museum / visitor / arts center should be constructed in downtown Dunkirk with direct access to the waterfront.

## City Plans

*City of Dunkirk 2016 CDBG Annual Action Plan (2015)*

### Study Area

City of Dunkirk (a designated entitlement area).

### Vision/Purpose

The Community Development Block Grant (CDBG) entitlement program allocates annual grants to assist in the development of viable

communities by providing decent housing, a suitable living environment, and to expand economic opportunities, principally for low and moderate income persons. To receive an annual allocation of federal funds from HUD, the City is required to create a five-year Consolidated Plan (strategic plan) with a one-year Action Plan. Subsequently, the five-year Plan will be updated with Annual Action Plans for years two through five.

### Topics Covered

Goals and objectives, consultation, projects, affordable housing, public housing, homeless and other special needs activities and other actions.

### Actions that May Impact the BOA

Annual goals of the CDBG Action Plan include infrastructure development and housing rehabilitation. The Action Plan details how the funds are being used as well as on-going projects within the City. The following highlights several of these items that may be relevant to the BOA.

- CDBG funds used for housing rehabilitation, infrastructure improvements in low-income census tracts, and providing services to low-income individuals and families.
- A portion of the BOA grant will be leveraged with CDBG Planning & Administration funds to complete a City of Dunkirk Comprehensive Plan.
- Dredging / weed cutting of Dunkirk City Harbor.
- Support for the Chautauqua County Land Bank addressing the increasing number of vacant and abandoned properties within the City of Dunkirk.

- Slum and Blight Plan to identify key areas of focus for housing and commercial reinvestment in the City of Dunkirk.
- Bertges Site / Flickinger Building / Marina / Brownfields - The City (and Dunkirk Local Development Corporation) are working to clean up environmentally contaminated sites so that they are able to be put back into productive use. This includes the strategically important Bertges, Flickinger and Marina properties. Funding for this is provided by the New York State department of environmental conservation, as well as the regional economic development council.
- Recreational / Tourism - Funded by the City's General Budget, the City is working on improving tourism opportunities within its boundaries. Part of this is infrastructure development (including dredging).

#### *Brownfield Opportunity Area Pre-Nomination Study (2008)*

##### Study Area

City of Dunkirk.

##### Vision/Purpose

The selection of an area in need of cleanup and redevelopment.

##### Topics Covered

A data set that includes basic information about the characteristics of the BOA and the brownfields within a given area as well as some preliminary analysis and recommendations.

##### Actions that May Impact the BOA

- Identification of brownfield, abandoned and vacant sites.
- Continuing to utilize the public participation and visioning process.
- Progress with the cleanup of the Al Tech site.

- Evaluation of areas within the central business district that occur along Lake Shore Drive and Central Avenue in more detail.
- Undertaking environmental assessments for strategic purposes within the City of Dunkirk.
- Market analysis and appraisals to be undertaken for strategic properties within the BOA.
- Build upon existing relationships to fully utilize resources available from the Chautauqua County Chamber of Commerce, the Dunkirk/Sheridan Empire Zone Corporation, the Chautauqua County Industrial Development Agency, the SUNY Fredonia Technology Incubator, Southern Tier West Regional Planning and Development Board and other organizations within the City, County and State.
- Continuing to promote Dunkirk as a high-quality place to live and work.
- Continuing to develop relationships with private developers and promote a business-friendly environment.
- Continuing efforts to build positive relationships with existing businesses.

## **Specific Area Plans**

#### *A Roadmap for Central Avenue (2016)*

##### Study Area

Three-mile corridor of Central Avenue in the City of Dunkirk and the Village of Fredonia.

##### Purpose/Vision

To connect and strengthen the communities of Dunkirk and Fredonia.

##### Topics Covered

Branding, areas of investment, steps to developing a new project and funding.

Actions that May Impact the BOA

- Promotion of the maritime heritage in the waterfront area.
- Strengthening of links to pathways and regional trail system in the waterfront area.
- Enhancement of recreational and cultural opportunities in the waterfront area.
- Celebration of history, arts and diversity in the business district.
- Promoting a mix of uses of retail and housing to support a vibrant, walkable community in the business district.
- Creating tourist destinations in the business district.

*City of Dunkirk - Lake Front Connector Trails (2014)*Study Area

Connection from Point Drive Trail to the existing Lake Front Trail in Memorial Park within the City of Dunkirk.

Purpose/Vision

To complete connections along the the City of Dunkirk's lakefront trail.

Topics Covered

Potential trail alignments and projected costs.

Actions that May Impact the BOA

Potential for four trail segments:

- Point Drive trail to DEC Trail,
- DEC Trail to Memorial Park,
- Point Drive Trail North (at Cedar Street) to DEC Fishing Pier, and
- DEC Fishing Pier Access Trail Widening.

*Walkability Survey Summary Report (2013)*Study Area

Key streets within the City of Dunkirk including Central Avenue and Lake Shore Drive.

Purpose/Vision

To assess the walkability of key streets within the City of Dunkirk.

Actions that May Impact the BOA

- Adoption of a complete streets ordinance.
- Prioritizing Swan, Park and Washington streets to become north-south pedestrian corridors to the lakefront.
- Requesting the NYSDOT to install pedestrian medians and signaled crossings on Lake Shore/NY5.
- Beginning to create a bike lane network.
- Adding benches along (waterfront / commercial?) corridors.

*Central Business District Development Strategy (1996)*Study Area

Central Business District (CBD) within the City of Dunkirk.

Vision/Purpose

The plan provides a framework to guide the development of the CBD. The vision for the plan is:

"Dunkirk's central business district will be a vibrant urban environment where people interact with others. It will be cohesive and understandable to both local users and visitors. It will be a place to live, work, conduct business, and enjoy activities and events. It will be a place to permit and encourage the greatest number of meetings and encounters between varied persons and groups. The business district will be economically competitive, visually pleasing, and will recognize the strengths of the city's ethnic heritages."

**Topic Covered**

A situation audit, visioning process, physical planning, market assessment and development framework plan.

**Actions that May Impact the BOA**

- Detailed analysis as a potential comparison for current analysis of the BOA.

*Waterfront Enhancement Plan – 1992***Study Area**

Lake Erie waterfront in the City of Dunkirk.

**Purpose/Vision**

To provide a rational and systematic approach to waterfront development.

**Topics Covered**

Issues, opportunities, overall development concept, detailed improvements of Point Gratiot, Niagara Mohawk (currently NRG), Chadwick Bay and Wright Park as well as a phased implementation plan.

**Actions that May Impact the BOA**

- Develop and install a coordinated sign program.
- Construct a walkway/esplanade.
- Establish the pier as the focal point of the entire waterfront.
- Add pockets of public parking along the waterfront.
- Create gateways into Dunkirk.
- Establish the north side of Lake Shore Drive as part of the waterfront.
- Illuminate the waterfront to create visual interest from the water and the shore.

**Surrounding Community Plans***Town of Dunkirk Comprehensive Plan (2015)***Study Area**

Town of Dunkirk.

**Purpose/Vision**

To create a framework for productive growth for the residents and businesses of the town. The Town vision statement is as follows:

“The Town of Dunkirk will be recognized for its high quality of life, a safe, attractive, and affordable environment, and its diverse economic opportunities.

**Topics Covered**

Planning context, community profile, vision and goals, existing conditions and recommendations and recommended strategies.

**Actions that May Impact the BOA**

- Encouragement of mixed-use development in transition areas served by adequate water and sewer utilities.
- Reviewing the zoning ordinance for obstacles to new housing types.

**1.5 Community Vision and Goals****Vision**

The redevelopment and revitalization of the Central Business District (CBD) and the Waterfront areas within the City of Dunkirk are vital to creating new economic opportunities for employment and expansion of the City's tax base. Such development is key to retaining Dunkirk's existing and attraction of new employment to the City. The goal for the municipality is to provide an attractive and vibrant atmosphere where people want to live and spend their free time.

To this end, the elimination of vacant spaces along major thoroughfares will allow the CBD to help convey the image of its true vibrant urban heritage. Targeted and appropriate

development will further strengthen the integration, density, architectural quality and draw of the district. The Dunkirk CBD, adjacent to the shores of Lake Erie provides an un-paralleled location that with coordinated development will become a residential and tourist destination area. By incorporating its aesthetic, historic and dense development pattern and creating a walkable atmosphere in the adjacent waterfront area the CBD can serve as both a high density economic space for local consumers as well as become a regional attraction for tourism.

The Dunkirk Waterfront is a largely untapped resource for future economic development having the the potential to become a significant visitor destination. The downtown Dunkirk waterfront core with its beaches, pier and marinas creates a system of natural and recreational attractions. Dunkirk is unique in that it is the only city on Lake Erie where the downtown and waterfront are integrated along the main streets and water front access is at grade. This ease of access increases the opportunity for vibrant recreational and economic activities. Reuse and upgrades to vacant and underutilized land complimented by Dunkirk's natural beauty, will establish Dunkirk as both a visitor destination and a recreational center for the region.

Lastly, Dunkirk has a rich industrial history. That history has however left a scar in the landscape of the City as there are several large former vacant industrial sites located within the City. The real and/or perceived negative environmental impacts often associated with these industrial sites has stagnated and/or eliminated their potential development. In response to this situation, the BOA Program is partially intended to further the understanding of environmental conditions

on these identified sites for the purpose of better positioning them for future remediation and redevelopment. Redevelopment of these key sites will aid in creating employment opportunities as well as stimulate further revitalization by fostering additional economic development, improving overall community health and increasing property values.

## Goals

1. Focus and strengthen development within the Central Business District and the Waterfront;
2. Reuse and upgrade vacant and underutilized land to enhance economic development;
3. Nurture and work towards creating a distinctive Waterfront community that has a strong sense of place;
4. Guide development decisions in a clear, cost effective and equitable manner for all those involved;
5. Encourage community and stakeholder collaboration on development decisions;
6. Improve access to and along the waterfront and work towards establishing year round development and activities along the waterfront that draws local residents, tourists, seasonal users and long term recreational users;
7. Spur development that creates employment opportunities and expands the tax base.



### *Waterfront*

Dunkirk is unique in that it is the only city on Lake Erie where the downtown and waterfront are integrated along the main streets and waterfront access is at grade. This ease of access increases the opportunity for vibrant recreational and economic activities. Reuse and upgrade of vacant and underutilized land to enhance economic development and tourism on the waterfront, while taking advantage of Dunkirk's natural beauty, will help establish Dunkirk as both a visitor destination and a recreational center for the region.

### *Central Business District*

The elimination of vacant spaces along major commercial corridors will allow the Central Business District (CBD) to convey the image of its vibrancy and true urban heritage.

Appropriate mixed use development will further strengthen the integration, density architectural quality and draw of the district and city both existing Dunkirk residents and tourists. With the diversion of the primary access corridor to the waterfront from Main Street to Central Avenue, the CBD will become an attractive destination providing complimentary services to the adjacent Waterfront, while holding to its urban commercial history. Incorporating its aesthetic, historic and dense form of development, and walkable atmosphere, the district will serve as both a high density economic space and an attraction.

The Dunkirk CBD and the waterfront is the terminus of the route connecting the City of Dunkirk to the Village of Fredonia. Strategic planning and design guidelines along with inter community cooperation will help to make the Central Business District and the Chadwick

Bay Waterfront a regional focal point strengthening both communities.

### *Housing Opportunities*

The housing stock in the City of Dunkirk is aging, as such; has it has limited appeal to various economic strata. As a consequence, there is a present need for new and market diverse housing across the City, but particularly within and adjacent to the waterfront area. The ability of Dunkirk to attract new waterfront development and expand its job base through the development of the Athenex Pharmaceutical plant located adjacent to the CBD waterfront area and other industries will further encourage investment in new housing stock to meet the needs of a more economically diversified populous.

Furthermore in as much as real property taxes are the single largest revenue source for the City, an increase in tax paying homeownership will help support ongoing and future development within the City.

### *Industrial*

As previously noted, Dunkirk has a rich industrial history, that history, however; has left its mark in the landscape of the city in that there are several large former industrial sites that are vacant throughout the City. The real and/or perceived negative environmental impacts often associated with these industrial sites and their economic consequences for re-development has forestalled or eliminated the potential development of these sites.

Appropriate environmental corrective actions have made these sites once again marketable for the purposes of providing a wide range of opportunities for reuse and redevelopment, helping to further diversify the economic and social character of the City. Redevelopment of these sites will create employment



opportunities and serve as catalysts for further revitalization.

## 1.6 Boundary Description & Justification

The total area including all right of way (ROW) within the BOA boundary is 537.37 acres. It includes all of the CBD zone and most of the tourism and commercial district. The BOA's extreme limits are the Dunkirk city line to the east, North Point Drive to the west, Wright's Point to the north and Willowbrook Avenue to the south.

### Justification

The Brownfield Opportunity Area (BOA), comprising more than 500 acres encompasses six focus areas; The Waterfront District, the Central Business District (CBD), three former industrial areas - Roblin Steel, Al-Tech, and NRG, as well as a large undeveloped area within the northeastern portion of the City of Dunkirk. These focus areas contain several potential brownfields as well as vacant and underutilized sites.

#### *The Waterfront*

The Waterfront District is defined as the lands south of Chadwick Bay; north of the CSX elevated rail line; east of Pike and Dove Streets; and west of Beaver Street. Lake Shore Drive is the major thoroughfare across this area, varying in width from two lanes to four with a center turning lane. Zoned for commercial and tourism use, many of the commercial parcels along Lake Shore Drive are vacant or underutilized. The portion of Lake Shore Drive east of Central Avenue serves to connect the Dunkirk city pier and marinas to visitors entering from I-90 by way of Main Street. The underdeveloped state of Lake Shore Drive east of Central Avenue

contributes to visitor's negative perceptions of the City as a whole. However given its proximity to Chadwick Bay this area is very well situated for commercial, recreational and tourism development. It is easily accessed from the major interstate routes into the City, and is located adjacent to the City's core.

#### *The Central Business District*

The CBD focus area is located along Central Avenue, north of East 7<sup>th</sup> Street; between Eagle Street to the west and Washington Avenue to the east. In addition to the CBD zoning guidelines, this area also corresponds to the City's historic overlay district. As the core and historic district of the City this area is most reminiscent of Dunkirk's turn of the century industrial heritage. The CBD also acts as the northern terminus of the corridor connecting the City of Dunkirk to the Village of Fredonia, and serves as gateway to the Waterfront. The CBD contains several prominent vacant and underutilized sites that are detrimental to the notion of place and urban character of the City.

#### *Roblin Steel Industrial Corridor*

Located in the eastern portion of the City, the Roblin Steel Industrial Corridor not only includes the site of the former steel plant but several adjacent properties as well including the former Edgewood Warehouse, the former Alumax Extrusions Site, and the Cott Beverages Plant. The corridor is located south of the CSX railway, north of the Norfolk Southern Railway line and east Franklin Avenue. The Millennium Parkway extension connecting New York State Route 60 to Middle Road was recently constructed through the southern portion of the Corridor. The Corridor is and has historically been zoned an industrial area. This area has been the subject of many previous environmental investigations.

Additionally, the former Roblin Steel and Alumax properties have undergone remediation activities that now allow these properties to be redeveloped for commercial or industrial use. A declaration Statement Environmental Restoration Record of Decision (ROD) was issued by the New York State Department of Environmental Conservation for the former Edgewood warehouse property. The ROD, which to date has not been enacted, presents the selected remedy for the environmental restoration of the property.

#### *Al-Tech*

Located in the southern portion of the City of Dunkirk. Al-Tech lies north of Willowbrook Avenue; south of West Lucas Avenue between Brigham Road to the west and Bataan Avenue to the east. As an industrial area portions of the site have undergone previous environmental investigation and are in varied states of remediation. Portions of the area are vacant or underutilized.

#### *NRG*

Located on the western bank of Chadwick Bay, NRG Dunkirk also known as The Dunkirk Generating Plant has been in operation since the 1970s as a coal fired electricity generating plant. South of Point Gratiot and east of North Point Drive, the plant, given its size and strategic waterfront location is prominent in most views of Chadwick Bay.

#### *Undeveloped Area*

Located in the northeastern most portion of the City, north and east of Wright Park Drive and Otter Street, this large tract of land is currently vacant and undeveloped. The area located at the top of an escarpment on the eastern point of Chadwick Bay is zoned residential.

## 2. Community Participation Plan and Techniques for Enlisting Partners

### 2.1 Community Participation Plan

The City of Dunkirk Step II BOA community participation plan was based upon an approach aimed at fostering open dialogue, collaboration among various groups and interests, and identifying a unified vision for the future of the CBD and Waterfront areas of the City. The community participation plan associated with the development of the Nomination Study sought to engage residents and interested stakeholders at all stages of the planning process. Community workshops were targeted at key intervals to ensure the public had the opportunity to review, comment, and participate at each important milestone. A copy of the full Community Participation Plan as well materials and presentations given at workshops and public events for the Dunkirk Step II Nomination Study may be found in **Appendix C**.

### 2.2 Techniques to Enlist Partners

The Community Participation Plan included events that focused on specific stakeholder groups, business representatives, funding agencies and stakeholders, as well as the broader public. Community participation events included Steering Committee meetings, regular liaison with City of Dunkirk staff, public meetings, consultant/city staff workshops, presentations, and posting of materials on a project a public website hosted by the City of Dunkirk.

### 2.3 Workshops and Community Meetings

Throughout the planning process the City and its consultants held several working meetings and community workshops at the SUNY Fredonia Technology Incubator. All meeting materials, presentations, and discussion summaries are provided in **Appendix D**.

## Key Project Milestone



### 3. Analysis of the BOA

#### 3.1 Community and Regional Setting

To best understand the City of Dunkirk's Brownfield Opportunity Area (BOA) it is necessary to understand the context of the community including its location, history, demographics and existing planning efforts. This section of the plan provides an overview of the City's position in the region. Information was gathered from existing reports and studies as well as capturing updated data from the US Census to provide a clear picture of the community and its regional setting.

##### Location

The City of Dunkirk is located along the southern coast of Lake Erie in New York's Chautauqua County as is shown in **Figure 1**. With a 2014 population estimate of 12,386, it is the second largest city in the County following the City of Jamestown, which had a population of 30,799. Dunkirk's neighboring population center is the Village of Fredonia. The two communities are connected by Central Avenue, a corridor that links the historic village of Fredonia, the SUNY Fredonia campus, Dunkirk's central business district and the Lake Erie waterfront. Each community has distinct features that complement the other, the City of Dunkirk with its recreational

waterfront and manufacturing base and the Village of Fredonia with its higher educational institution and student population.

Major roadways within and adjacent to the City of Dunkirk include the New York State (NYS) Thruway / Interstate 90, NYS Route 5 and NYS Route 60. Both Interstate 90 and NYS Route 5 connect Dunkirk to other Lake Erie cities within a 50 mile radius including Buffalo, NY to the north and Erie, PA to the south. NYS Route 60 connects the City of Dunkirk to the City of Jamestown, approximately 30 miles away, and to the interior of the County.

Dunkirk has active railroads lines that travel through the community. Along Central Avenue, the railroad trestle spanning the street serves as a visual gateway within the downtown, framing the at-grade connection to the waterfront as the trains pass overhead. Although currently there are no passenger stops in Dunkirk or elsewhere in the County, there are recommendations within the Chautauqua 20/20 Comprehensive Plan to rehabilitate and reopen the existing train station in the City of Dunkirk for passenger service. The County Plan recommends working with Amtrak to establish a stop in Dunkirk to serve residents, SUNY Fredonia students and vacationers wishing to come to the waterfront. Amtrak runs a once-daily Lakeshore Limited train that connects Chicago, Boston and New York City through Chautauqua County.



*Central Avenue in Dunkirk's Central Business District*



## Local and Regional Attractions

The City of Dunkirk is located in an area that has unique natural and educational attractions. The following highlights a few of the attractions that give the City and the County its distinct character.

### Lake Erie

As a waterfront community, the City of Dunkirk's most recognizable local attraction is its harbor along Lake Erie, also known as Chadwick Bay. The waterfront is linked to the central business district, connecting the City's waterfront and downtown area. Key features along the Dunkirk waterfront include:

- **The Pier and the Dunkirk Boardwalk Market:** An extraordinary city park available for year-round for fishing and sightseeing, the Pier has a boat launch and picnic facilities. This is also the location of the City's well attended summer concert series. The Boardwalk Market which abuts the pier has a collection of specialty shops and restaurants.
- **Memorial Park:** A waterfront park proximate to the downtown area with opportunities for sightseeing and picnicking, as well as walking or biking along the Lake Front Trail at the water's edge.
- **Point Gratiot Park:** A waterfront park northwest of the downtown, adjacent to the NRG facility. The park includes opportunities for picnicking and sightseeing with access to ballfields, playgrounds and beaches.
- **Dunkirk Lighthouse and Veterans Park Museum:** A historic operational lighthouse and museums adjacent to Point Gratiot Park.

- **Wright Park:** A waterfront park northeast of the downtown that includes opportunities for picnicking and sightseeing with access to ballfields, a basketball court, a street hockey court and beaches.



*The Pier in Dunkirk*



*Dunkirk Boardwalk Market*



*Memorial Park*





*SUNY Fredonia Technology Incubator*

### *SUNY Fredonia Technology Incubator*

A new attraction within downtown Dunkirk is the SUNY Fredonia Technology Incubator located on Central Avenue. A former brownfield site, the area was transformed into a 22,000-square-foot, two-story building that provides office space, services and shared spaces for startup companies. The facility supports and is symbolic of the connection between the City of Dunkirk and the Village of Fredonia.

### *Regional Attractions*

Dunkirk is proximate to a variety of regional destinations. The following identifies some of these key regional attractions:

- **Lake Erie Concord Grape Belt:** The largest and oldest concord grape growing region in the world surrounds the City of Dunkirk. The area covers 30,000 vineyard acres along the shoreline of Chautauqua County spanning into Pennsylvania and extends along the Allegany Plateau Escarpment.
- **State University of New York (SUNY) at Fredonia:** Located on Central Avenue in the Village of Fredonia, the SUNY school is a public liberal arts university that offers bachelor's and master's degrees as well as advanced certificate programs. The total school enrollment for Fall 2015 was 4,845 students.
- **Lake Chautauqua:** An approximately 17-mile long and 2-mile wide lake located in the center of Chautauqua County, the lake is a regional tourist attraction.
- **Chautauqua Institution:** An educational center along Chautauqua Lake, the Institution provides seasonal residence to approximately 7,500 persons as well as hosting a variety of educational programs and public events focused on arts, religion, education or recreation. Public events during the season attract over 100,000 attendees.
- **City of Jamestown:** A destination within the region located at the southern end of Chautauqua Lake, the City has a variety of cultural institutions like the Lucille Ball-Desi Arnaz Center and Roger Tory Peterson Institute of Natural History.
- **Peek'n Peak Resort:** A four seasons resort located in the northwestern portion of the County. The resort offers skiing and other snow sports in the winter and golf,

mountain adventure activities and other amenities in the summer.

## History

With its forested areas and natural harbor, the area now known as Dunkirk was once used as hunting grounds by Native Americans and later as a safe haven from storms by European explorers. Travelers by wagon and horseback frequently used Lake Erie as a guide westward. With the development of businesses that served these travelers, small hamlets grew along the Lake, including Dunkirk in 1805.

By 1817 Dunkirk was firmly established as a population center along the Lake. The harbor, “Chadwick Bay”, was even considered as a potential western terminus of the Erie Canal by Governor DeWitt Clinton. Although Buffalo was ultimately chosen over Dunkirk as the terminus due to the heavily forested parts of the County being considered too swampy, the area continued to grow and be influenced by transportation.

The early 1800s brought investment to Dunkirk including land acquisition and \$20,000 to purchase a wharf hotel and warehouse. The area was recognized as an important shipping port and the growth of Dunkirk continued. In 1851, the Erie Railroad was completed and became operational with Dunkirk serving as its western terminus which extended east to New York City.

The prosperity of the railroad and the development of steel production brought heavy manufacturing to Dunkirk, particularly Brooks Locomotive works in 1870. Locomotive manufacturing defined the community; in 1901, as Brooks Locomotive became the American Locomotive Company employing 4,500 Dunkirk residents out of a population of 7,000. Between 1870 and 1928 more than 13,000 locomotives were produced in Dunkirk.



*West Side of Central Avenue in Dunkirk in 1894*

With the invention of the diesel engine, Dunkirk's locomotive manufacturing ended and operations were moved to Schenectady, New York. By 1925, the City's Locomotive industry was largely replaced with a diversified variety of goods produced in Dunkirk. These new employers included the Atlas Steel Company, American Locomotives (producing goods for the oil industry), Merrill Silk Mills, US Radiator Corporation, Van Raalte Silk and Dunkirk Radiator. Some of these industries shifted into companies that are familiar names even today including: the Roblin Steel Company, which acquired property from the American Locomotive Company and operated a steel reclamation business until the 1980s; and Al Tech Specialty Steel, which was once used to manufacture iron and steel by the Atlas Crucible Steel Company but was bought out in 1976 by a management group that formed Al Tech Specialty Steel, which operated in the City until 2001.

A nationwide technological shift that had a major effect on Dunkirk and the manufacturing industry's prominence in the area was the advent of automation and computerization which greatly impacted mass production. By 1976, Chautauqua County had lost over 2,000 manufacturing jobs. With a decreasing population and common practices in urban renewal during the 1970s, the City's landscape shifted, historic buildings were lost due to the development of projects like wider streets and large parking lots.

Fortunately many historic properties in the City of Dunkirk still exist and are reminiscent of the community's industrial heritage.

Buildings like the Ehler's building on the corner of Central Avenue and Fourth Street connect to the Dunkirk Ironworks Plant that manufactured the building's iron window motifs evoke the City's manufacturing past.

More recent development in Dunkirk has focused on waterfront and high-tech industry opportunities including the Dunkirk's Boardwalk Market located along the waterfront pier as well as the SUNY Fredonia Technology Incubator located in the central business district.<sup>1</sup>



*Dunkirk Radiator c. 1940*



*Interior of Foundry, American Locomotive Company*



*Ehler's Building on Central Avenue and Fourth Street*

<sup>1</sup> Sources include City of Dunkirk Step 1 BOA, Chadwick Bay Region Comprehensive Plan and Lost Treasures Article in the ObserverToday.com

## Demographics

A key tool used to identify the general characteristics of a population is demographic data. Analyzing United States Census Data and other data sources help to understand the current community dynamics including the characteristics of who lives in the area as well as current economic and housing conditions.

The demographic analysis conducted for the City of Dunkirk BOA addresses the City as a whole, the four census tracts within the City and several comparison communities that establish the surrounding and regional context. Comparison communities include the Town of Dunkirk, the Village of Fredonia, the Town of Pomfret, Chautauqua County and New York State. The City census tracts and comparison communities are shown on **Figure 1**.

## Total Population

### *Historic Population Data*

The population of the City of Dunkirk has been in a decline for over 50 years. In 1920, the population peaked at 19,336 and dropped to 17,802 by 1930. After 1930, the population began to increase, but by 1960 the City's population once again went into a period of steady decline. This decline in population is also characteristic of Chautauqua County as a whole however between 1960 and 2010 the percent of population change in the County was an 8% decrease while in the City of Dunkirk the percent of loss was 31%.

The Population Change chart in **Table 4** shows the historic population data between 1900 and 2010 for the City of Dunkirk, the Town of Dunkirk, the Village of Fredonia and the Town of Pomfret.

### *Current Population Data*

More recent population data shown in **Table 1** mirrors the continued loss of population. Decreases in population are concentrated in Census Tracts 356 and 354 with decreases from 2000 to 2014 of 10% and 8% respectively. While Census Tract 355 had an increase in population during this period of 2%, the City as a whole decreased in population by 6% between 2000 and 2014. Looking at this data as an average annual growth rate (AAGR), as is shown in **Table 5**, while the State population continues to increase, it is apparent that the City of Dunkirk is within an area of population decline. Between 2000 and 2014 the County had an AAGR of -0.32% and the surrounding towns of Dunkirk and Pomfret (excluding the Village of Fredonia) had an AAGR of -0.64% and -0.51% respectively. While all areas assessed fall below the State AAGR of 0.23%, regional growth is occurring in specific areas including the Village of Fredonia and the City of Dunkirk's Census Tract 355.

### *Population Projection*

The estimated 2014 population for the City of Dunkirk was 12,386 people and is expected to continue to decline. Population projections identified for the City of Dunkirk in the Northern Chautauqua Local Waterfront Revitalization Plan (LWRP) describe a projected population of 11,650 in 2020 and 11,099 in 2030 based on 2010 United States Census Data and the cohort survival population projection method used in the LWRP.

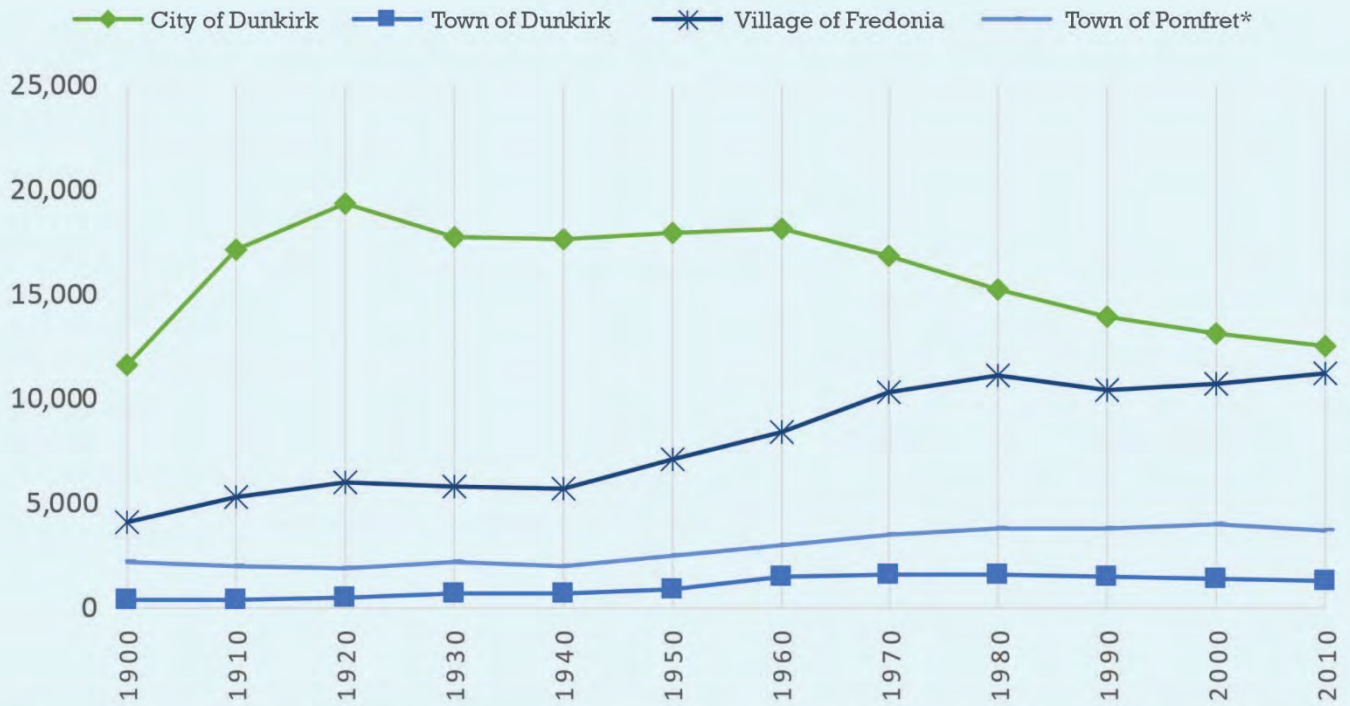


Table 1: Population from 2000, 2010 &amp; 2014

<b>Geography</b>	<b>2000</b>	<b>2010</b>	<b>2014</b>	<b>% Change from 2000 to 2014</b>
<b>Census Tract 354</b>	3,127	2,963	2,871	-8%
<b>Census Tract 355</b>	3,180	2,924	3,232	2%
<b>Census Tract 356</b>	3,679	3,554	3,303	-10%
<b>Census Tract 357</b>	3,145	3,122	2,980	-5%
<b>City of Dunkirk</b>	13,131	12,563	12,386	-6%
<b>Town of Dunkirk</b>	1,387	1,318	1,263	-9%
<b>Village of Fredonia</b>	10,706	11,230	10,988	3%
<b>Town of Pomfret (Excluding Village of Fredonia)</b>	3,997	3,735	3,710	-7%
<b>Chautauqua County</b>	139,750	134,905	133,556	-4%
<b>New York State</b>	18,976,457	19,378,102	19,594,330	3%

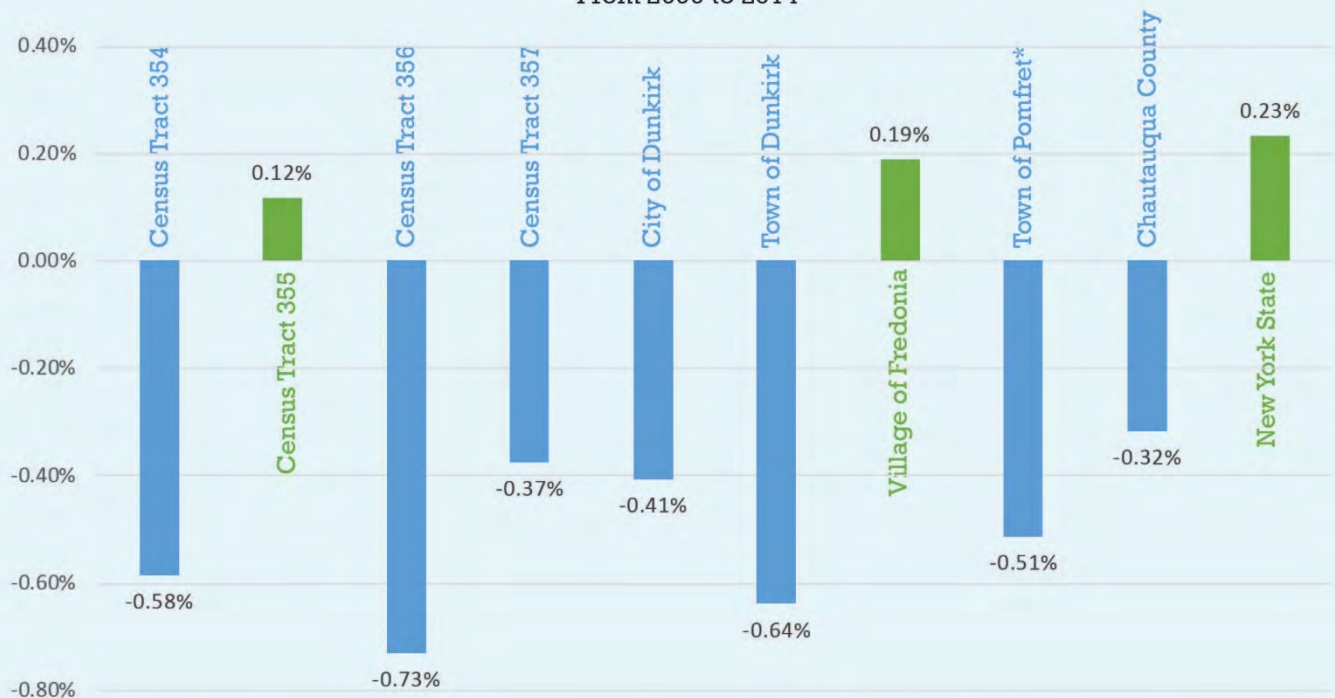
Source: US Census Bureau's American FactFinder - 2000 Decennial Census & 2010-2014 American Community Survey 5-Year Estimates

**Table 4:**  
**Population Change**  
From 1900 to 2010



Source: Federal Population Statistics from Lockwood Memorial Library, UB-SUNY, Buffalo, NY 14206 and US Census Bureau's American FactFinder - 2000 Decennial Census  
\*Population excludes the Village of Fredonia

**Table 5:**  
**Average Annual Growth Rate (AAGR)**  
From 2000 to 2014



Source: US Census Bureau's American FactFinder - 2000 Decennial Census & 2010-2014 American Community Survey 5-Year Estimates  
\*Population excludes the Village of Fredonia



## Age, Race, Ethnicity & Education

### Age

In the City of Dunkirk, the median age is 37 years, younger than both the County and State median age. Furthermore, between 2000 and 2014 the County and State appear to be aging, as shown in **Table 2**, while the City of Dunkirk's median age remains the same. Considering that the City's population is declining, this suggests it may be possible that people of retirement age are relocating to areas outside of the City. This assertion is supported by the statistics for the census tract within the City that has seen recent growth, Census Tract 355, which did have an increase in median age between 2000 and 2014. Still, the median age is also rising for Census Tract 356, which has seen the largest recent population decline indicating that the loss of retirement age people is only one factor relative to the City's declining population.

Other significant median age statistics include the low median age for the Village of Fredonia and the Town of Pomfret (which, for this census tract includes the Village of Fredonia). At a median age of 26, the Village of Fredonia population reflects the impact of the student population from SUNY Fredonia.

**Table 2: Median Age**

	2000	2010	2014
<i>Census Tract 354</i>	34.4	35.5	32.7
<i>Census Tract 355</i>	36.3	39.7	37.7
<i>Census Tract 356</i>	38.1	40.4	41.4
<i>Census Tract 357</i>	39.3	38.1	35.5
<i>City of Dunkirk</i>	37.3	38.7	37.3
<i>Town of Dunkirk</i>	49.8	55.2	55.8
<i>Village of Fredonia</i>	22.9	22.8	25.5
<i>Town of Pomfret*</i>	26.1	25.5	28.3
<i>Chautauqua County</i>	37.9	40.9	41.2
<i>New York State</i>	35.9	38	38.1

\*Includes the Village of Fredonia

Source: US Census Bureau's American FactFinder - 2000 Decennial Census & 2010-2014 American Community Survey 5-Year Estimates

An assessment of the population age groups for the City of Dunkirk in 2014, shown in **Table 6**, illustrates that the City's largest population age group was ages 45 to 64, with the second largest group being ages 25 to 44. This is a shift since 2000 when the largest age group was 25 to 44. While much of this could be a result of people getting older, the continued decline in the 25 to 44 age group is not reflected in an increase to the same degree in age group from 45 to 64. This change is substantial because the age groups of 25 to 44 and 45 to 64 are the prime working age groups, potentially indicating a loss of key workers or a decline in jobs available. Comparing the City's age groups to the County, the City of Dunkirk has a higher percentage of the younger age groups, consistent with the City's lower median age.

### Race and Ethnicity

Demographic data for race and ethnicity in 2014, shown in **Table 7**, illustrates that the City of Dunkirk is more diverse than Chautauqua County, though not quite as diverse as New York State. The largest race and ethnicity groups in the City of Dunkirk were White at 65% and Hispanic or Latino at 28%.

### Educational Attainment

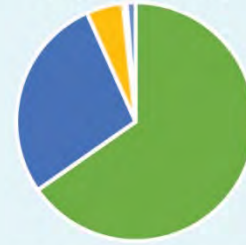
At 38%, the most common educational attainment level of people 25 years and older in the City of Dunkirk in 2014 (**Table 8**) was high school graduate, followed by 20% of the population with some college but no degree. The City had a lower percentage of the population with a bachelor's degree, graduate degree or professional degree than both the County and the State. With the City's declining population, it may be that students are leaving the area to obtain a degree and not returning to the City.

**Table 6:**  
City of Dunkirk Population by Age Group  
2000, 2010, 2014

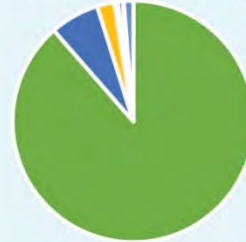


Source: US Census Bureau's American FactFinder - 2000 Decennial Census & 2010-2014 American Community Survey 5-Year Estimates

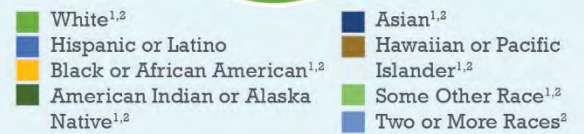
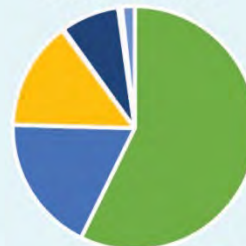
**Table 7:**  
2014 Race & Ethnicity  
City of Dunkirk



Chautauqua County



New York State

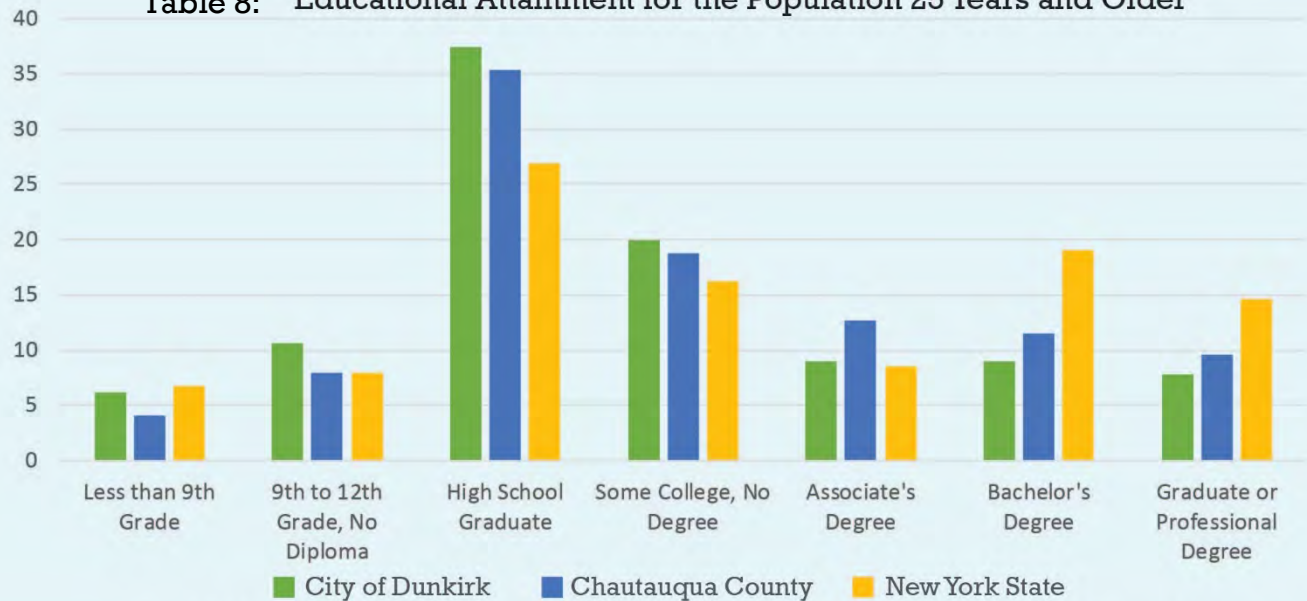


<sup>1</sup> One race alone

<sup>2</sup> Not Hispanic or Latino

Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates

**Table 8: Educational Attainment for the Population 25 Years and Older**



Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates

## Employment, Income & Industry

### Household Income

Looking more specifically at the City of Dunkirk's economic position, comparison communities show an area with lower median income and higher poverty rates. In 2014 the median household income in the City of Dunkirk was \$37,930 (**Table 9**). In Census Tract 355, which saw growth in population between 2000 and 2014, the median household income was \$43,706, an amount higher than that of the City and County.

The total household income by income brackets, shown in **Table 11**, reflects the lower median income for the City as opposed to New York State and Chautauqua County. The largest grouping of total household income in 2014 was \$35,000 to \$49,999, followed by \$15,000 to \$24,999. The large portion of people with a total household income of \$15,000 to \$24,999 may reflect a substantial portion of single family workers or part-time workers with minimum wage jobs.

Between 2000 and 2014, the median household income in the City of Dunkirk grew in all areas except for Census Tract 354. Therefore, while most areas within the City have rising median household incomes, they are not increasing at a rate necessary to meet the median household income levels of the region.

### Poverty

With 25% of all families and people below the poverty level in 2014, the City of Dunkirk exceeds that of the surrounding county which has a poverty rate of 19%. This measure, shown in **Table 12**, also highlights specific areas in the City that are economically struggling more than others. At 34%, Census Tract 354 has a large portion of its population below the poverty level. This is consistent

with the Census Tract's low median household income of \$23,951.

The percentage of the population below the poverty level is more substantial when looking specifically at families. In the City of Dunkirk 20% of families were below the poverty level in 2014. In comparison, in the Village of Fredonia 9% of families were below the poverty level in 2014 and in the County 15% of families were below the poverty level.

**Table 9: 2014 Median Household Income**  
(In 2014 Inflation-Adjusted Dollars)

<i>Census Tract 354</i>	\$23,951
<i>Census Tract 355</i>	\$43,706
<i>Census Tract 356</i>	\$40,714
<i>Census Tract 357</i>	\$38,750
<i>City of Dunkirk</i>	\$37,930
<i>Town of Dunkirk</i>	\$45,568
<i>Village of Fredonia</i>	\$45,714
<i>Town of Pomfret*</i>	\$48,108
<i>Chautauqua County</i>	\$42,720
<i>New York State</i>	\$58,687

\*Includes the Village of Fredonia

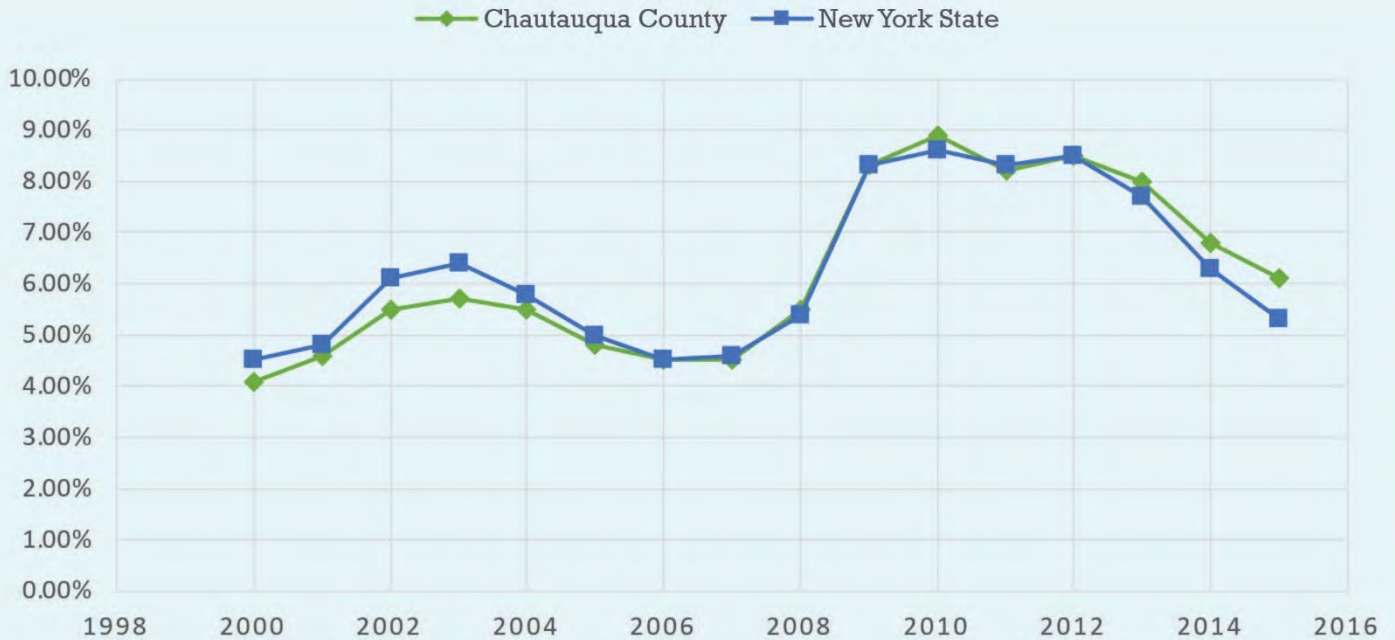
Source: US Census Bureau's American FactFinder - 2000 Decennial Census & 2010-2014 American Community Survey 5-Year Estimates

### Regional Unemployment Indicator

Using the average annual unemployment rate depicted in **Table 10** as an indicator of economic conditions, according to the New York State Department of Labor Local Area Unemployment Statistics, both the State and the County have recovered since 2010 when unemployment rates neared 9%. The 2015 unemployment rate in Chautauqua County was 6.1%, above that of the State as a whole which had an unemployment rate of 5.3%.



**Table 10:**  
**Average Annual Employment Rate**



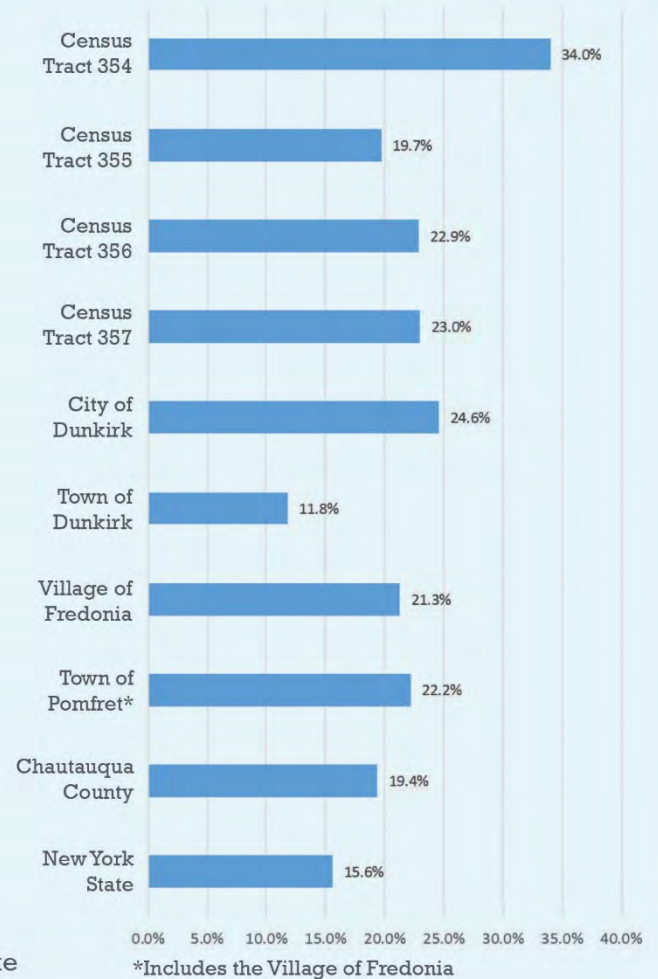
Source: New York State Department of Labor - Local Area Unemployment Statistics (LAUS)

**Table 11: Total Household Income**  
**(In 2014 Inflation-Adjusted Dollars)**



Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates

**Table 12:**  
**2014 Families and People Below the Poverty Level**



\*Includes the Village of Fredonia

### Industry

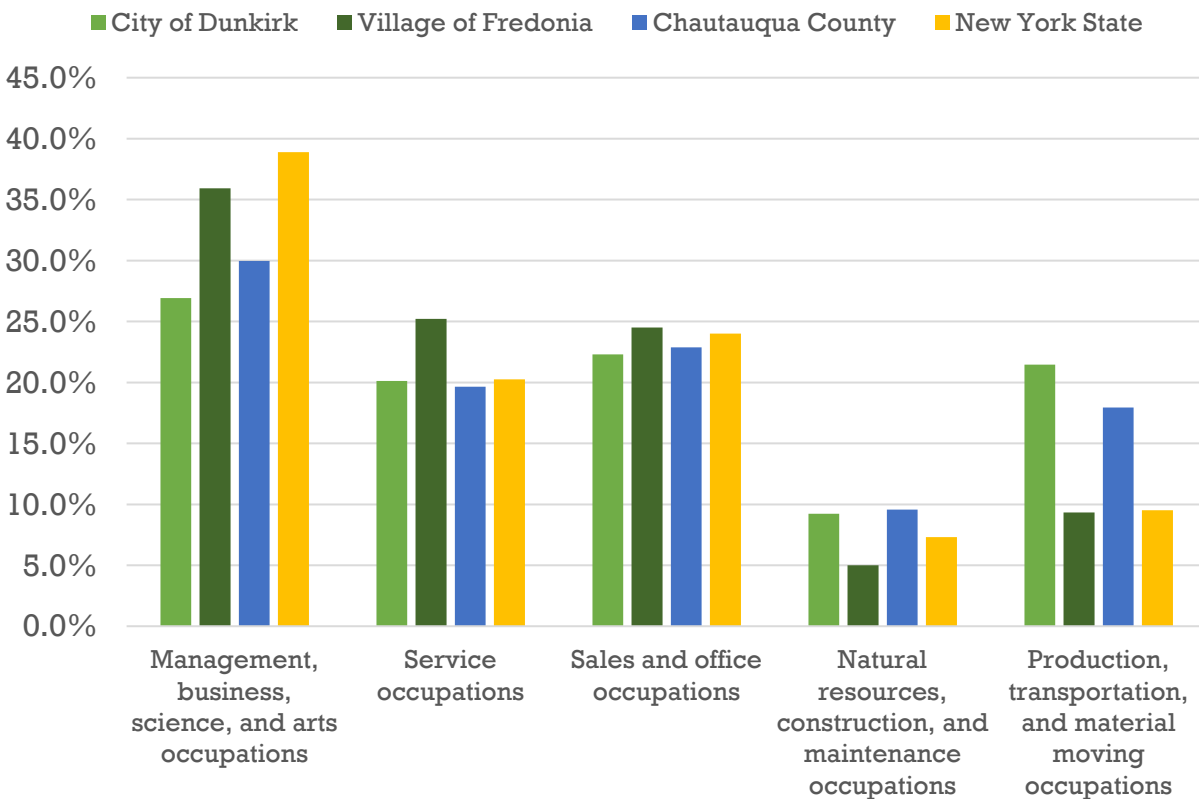
The breakdown of total industry in 2014 for the City of Dunkirk, Village of Fredonia, Chautauqua County and New York State is shown in **Table 14**. This chart shows that largest industry in the City of Dunkirk in 2014 was educational services, and health care and social assistance which consisted of 28% of the total industry. These industries makes up a large percentage of the total industries in both the County and the State as well. The second largest industry in the City of Dunkirk in 2014, at 21% of total industry, was manufacturing. In comparison, in Chautauqua County manufacturing is 17% of the total industry and in New York State manufacturing is 7% of the total industry.

While manufacturing is still a significant part of the City of Dunkirk's total industry, since 2000, it has declined in the percentage of total industry when it was at 25% of the total industry. This change is shown in **Table 14**.

### Occupation

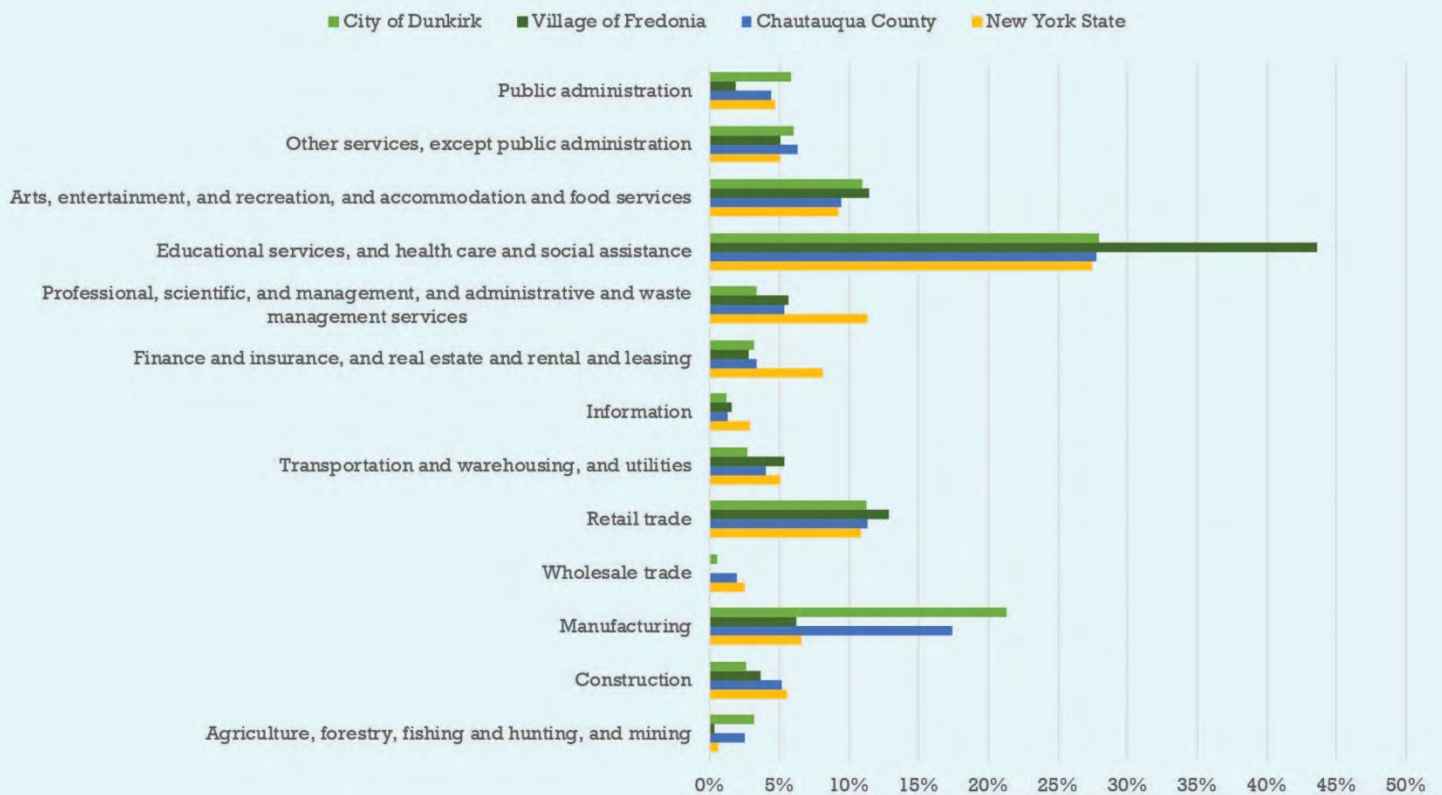
The breakdown of occupations in the City of Dunkirk are similar to that of the County as a whole, as shown in **Table 12**. The City of Dunkirk differs more greatly from the Village of Fredonia which has a higher percentage of management, business, science and arts occupations as well as service occupations and to a lesser extent, sales and office occupations. The Village of Fredonia is more consistent with the breakdown of occupations in the State as a whole than the County.

**Table 13: 2014 Occupations (Civilian Population 16 Years and Over)**



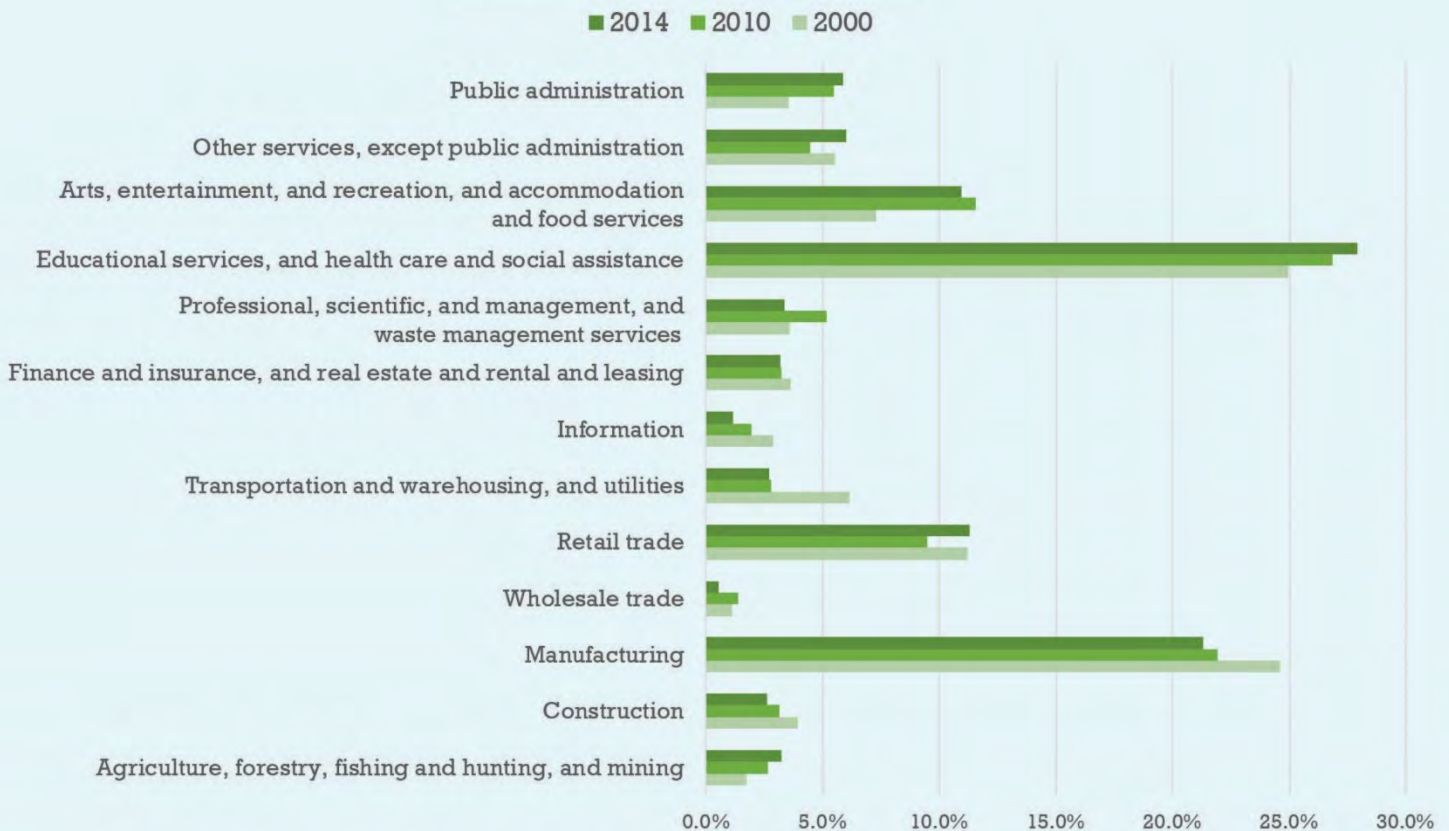
Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates

**Table 14: 2014 Industry (Civilian Population 16 Years and Over)**



Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates

**Table 15: City of Dunkirk Industry in 2014, 2010 and 2000 (Civilian Population 16 Years and Over)**



Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates and 2000 Decennial Census



## Housing

### Total Housing Units

With a 2% increase in housing units in the County between 2000 and 2014, **Table 16** shows that there has been little change in the total number of housing units in the City of Dunkirk. In contrast, the Village of Fredonia has seen substantial shifts in total housing units. Between 2000 and 2009 there was a 25% increase in total housing units and between 2009 and 2014 there was a 6% decrease in units. These numbers show changes in the overall housing stock in Fredonia. The type of housing that have seen consistent growth in Fredonia may be student driven single unit housing.

### Units in Structure

At 61%, the majority of the housing units in the City of Dunkirk are detached single units, as shown in **Table 17**. Within the Village of Fredonia, despite growth in this type of housing, at 57%, the percentage of detached single units is still less than that of the City of Dunkirk. The Village of Fredonia's more diversified housing stock, in terms of units in structure, may have to do with the University impacting housing needs.

### Age of Housing Stock

Reflective of the population reaching its height in numbers in 1920, the City of Dunkirk has an aging housing stock with 59% of its housing built in 1939 or earlier according to 2014 data shown in **Table 19**. This percentage is higher than it is in all the other comparison communities. The second largest percentage of housing units were built between 1950 and 1959, when the City experienced slight increases in population.

### Owner-Occupied and Renter-Occupied

Housing tenure addresses the total occupied housing units and measures the amount of owner-occupied housing units as well as the amount of renter-occupied housing units. In 2014, in the City of Dunkirk, 61% of all housing units were owner-occupied and 39% were renter occupied, as illustrated in **Table 18**. This split is the same as it was in 2009 and 2000. In 2014, the Village of Fredonia had the same percentage breakdown of housing tenure as the City of Dunkirk. These percentages have shifted since 2009 when, at 46%, the Village of Fredonia had a greater percentage of renter-occupied units than did the City of Dunkirk.

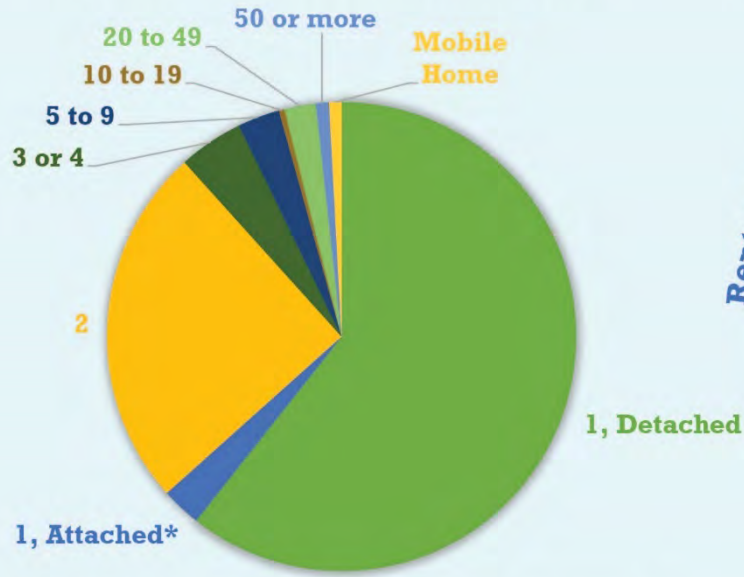
**Table 16: Total Housing Units and % Change for 2000, 2009 and 2014**

	Census Tract 354	Census Tract 355	Census Tract 356	Census Tract 357	City of Dunkirk	Town of Dunkirk	Village of Fredonia	Town of Pomfret*	Chautauque County	New York State
2000	1,426	1,503	1,651	1,491	6,071	616	3,835	1,709	64,900	7,679,307
2009	1,450	1,438	1,648	1,530	6,066	635	4,811	1,777	65,907	7,950,035
2014	1,456	1,475	1,744	1,545	6,220	560	4,532	1,859	66,757	8,153,309
% Change Between 2000 and 2009	2%	-4%	0%	3%	0%	3%	25%	4%	2%	4%
% Change Between 2009 and 2014	0%	3%	6%	1%	3%	-12%	-6%	5%	1%	3%
% Change Between 2000 and 2014	2%	-2%	6%	4%	2%	-9%	18%	9%	3%	6%

\*Excluding the Village of Fredonia

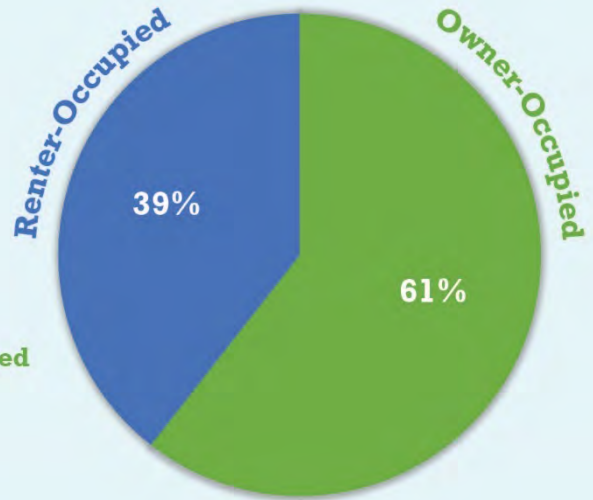
Source: US Census Bureau's American FactFinder - 2000 Decennial Census & 2010-2014 American Community Survey 5-Year Estimates

**Table 17:**  
City of Dunkirk 2014 Units in Structure

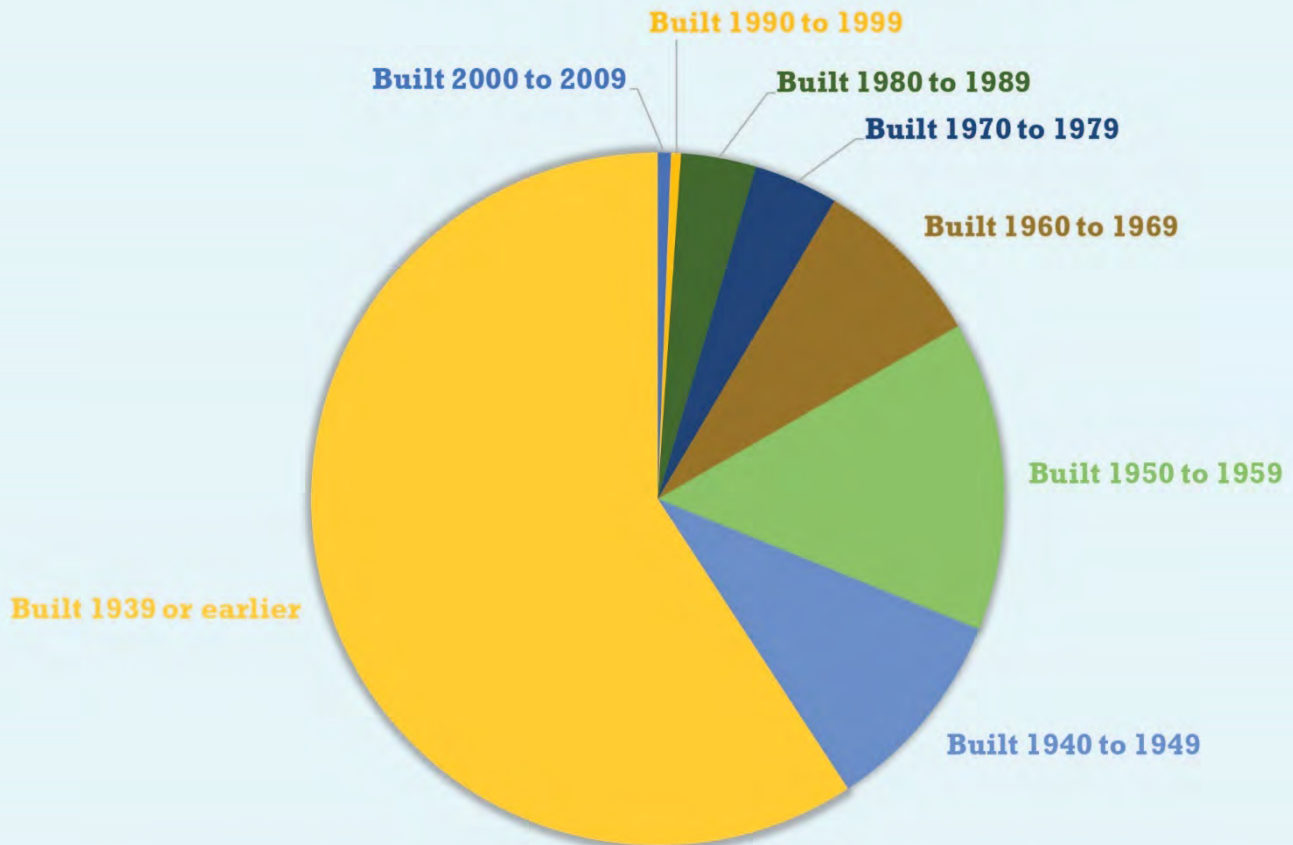


\* To be considered attached, single family units must be separated by a ground-to roof wall, have a separate heating system, have individual meters for public utilities, and have no units located above or below.

**Table 18:**  
City of Dunkirk 2014 Housing Tenure



**Table 19:** City of Dunkirk 2014 Housing Unit Year Built



### *Median Value of Housing & Gross Rent*

At \$62,600, the median value of owner-occupied housing units in the City of Dunkirk was lower than the median home values in the comparison communities in 2014, as illustrated in **Table 20**. This lower housing value appears to mirror the economic conditions within the City of Dunkirk. In contrast, the City of Dunkirk median gross rent in 2014 shown in **Table 21** was \$603, an amount similar to the median gross rent in all of the comparison communities, excluding New York State. Since 39% of occupied housing units in 2014 were renter-occupied, for many residents in the City of Dunkirk a larger percentage of household income is spent on rent than in the comparison communities.

### *Median Value of Housing Over Time*

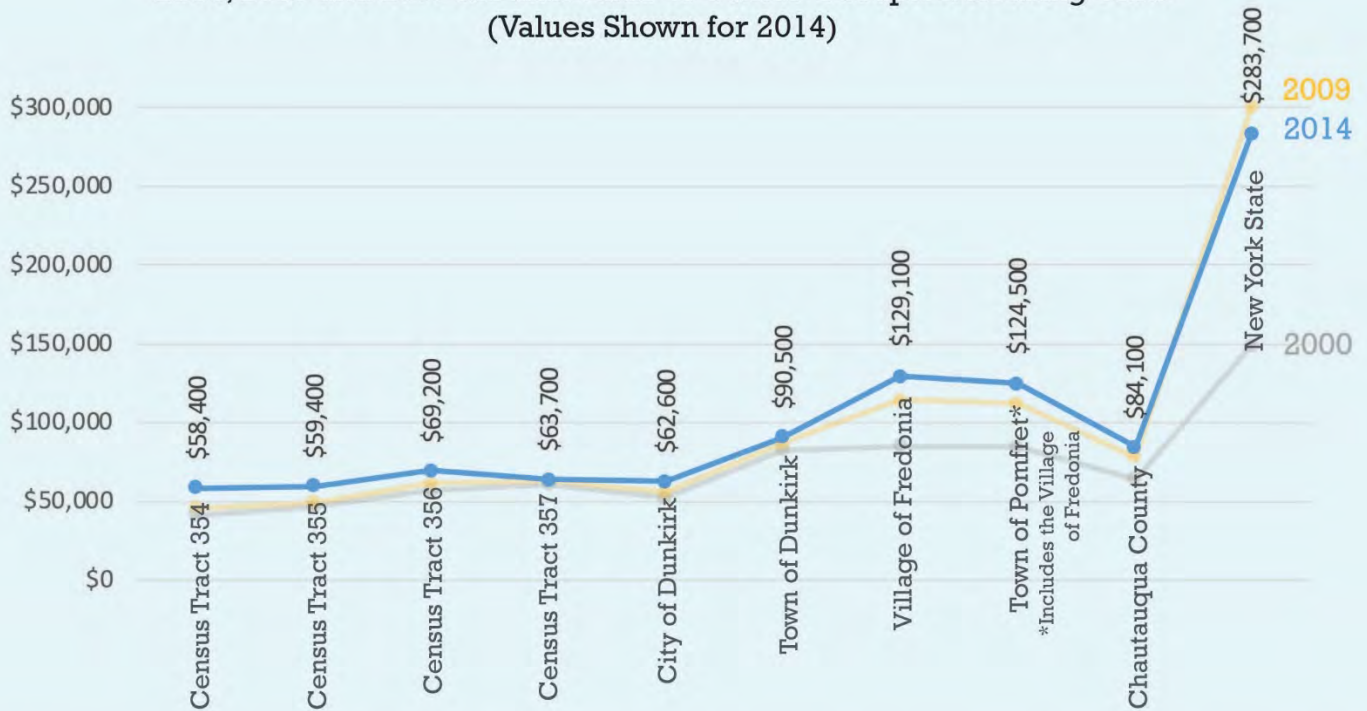
The shift in median housing value in the City of Dunkirk has been relatively consistent with a percent change between 2000 and 2009 of 6% and a percent change between 2009 and 2014 of 13%. In fact, the data from 2000 to 2014 shows that the region as a whole was not impacted by the housing crisis during this time in the way that the State as a whole was and as a result did not experience the same highs and lows as other areas. Yet for the County and the Village of Fredonia, there was, to a lesser degree than the State, a spike in median housing value from 2000 to 2009.

### *Housing Value by Categories*

Housing value by categories for the City of Dunkirk and the Village of Fredonia can be seen in **Tables 22 and 23**, respectively. For the City of Dunkirk, the housing value categories that were increasing between 2000 and 2014 were primarily those that were \$60,000 and above, though there was growth in the housing value category of less than \$20,000. The most common housing value category in the City of Dunkirk in 2014 was between \$40,000 and \$59,999 representing 30% of all occupied housing. In comparison, at 19%, the Village of Fredonia's most common housing value category was \$100,000 to \$124,999. This comparison appears to show that both the City of Dunkirk and the Village of Fredonia housing value categories have been generally shifting towards higher values while becoming more diversified in the breakdown of housing values. These changes in value categories have however been occurring in a lesser degree in the City of Dunkirk than they have in the Village of Fredonia.

Table 20

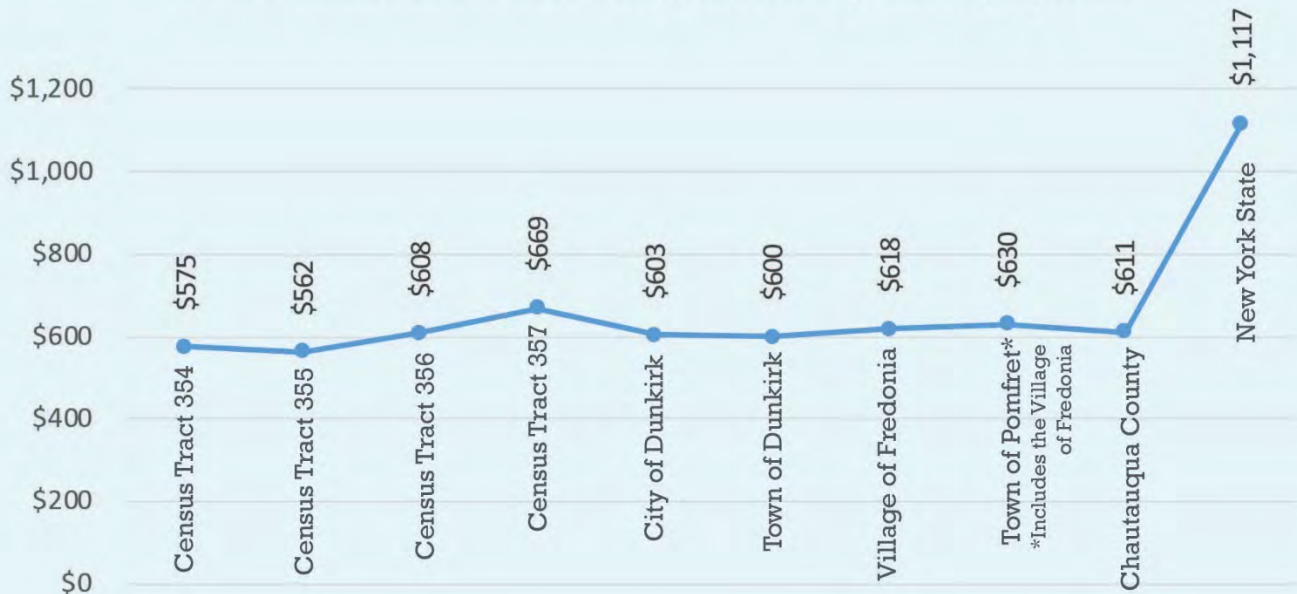
2014, 2009 and 2000 Median Value of Owner-Occupied Housing Units  
(Values Shown for 2014)



Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates and 2000 Decennial Census

Table 21

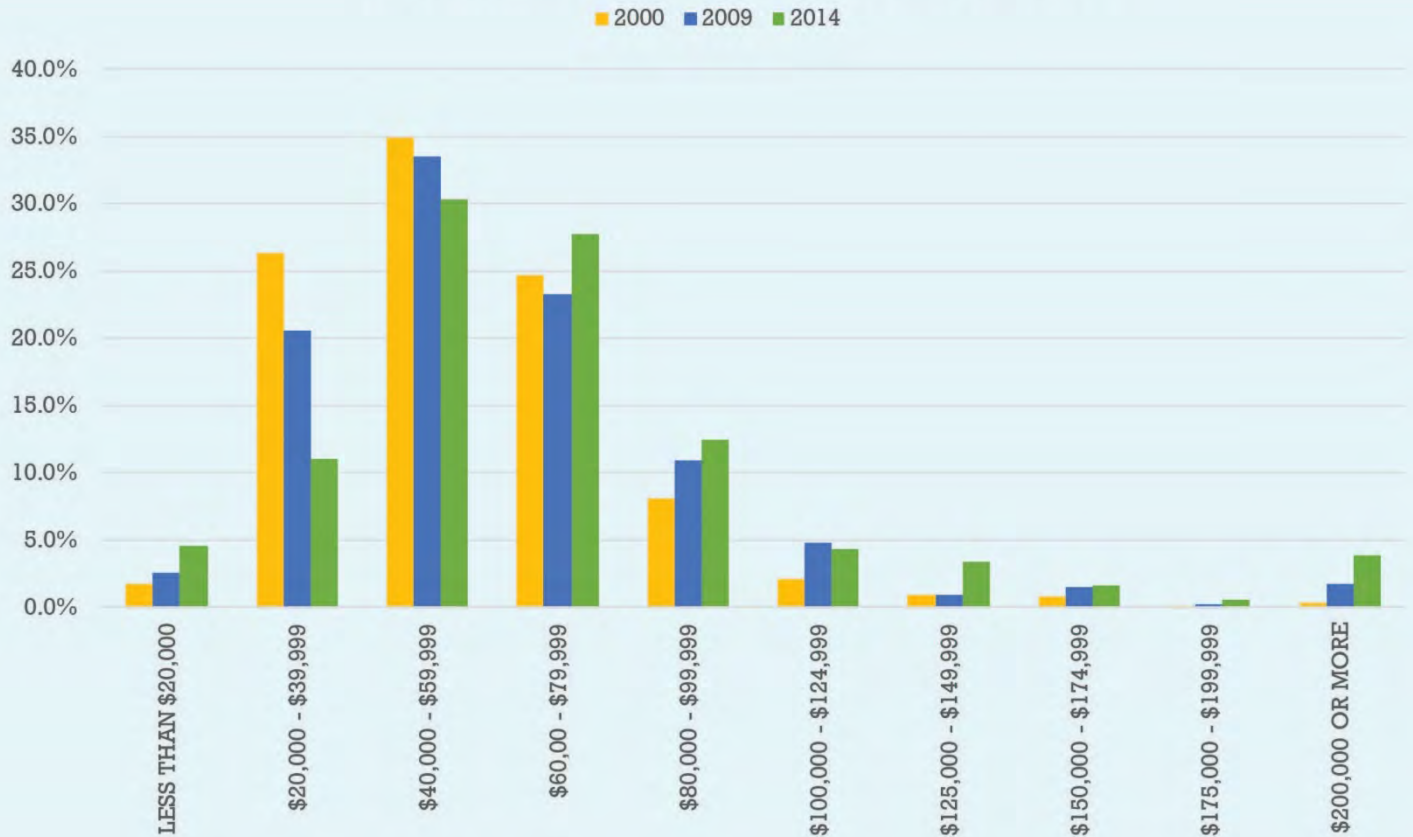
2014 Median Gross Rent of Occupied Housing Units Paying Rent



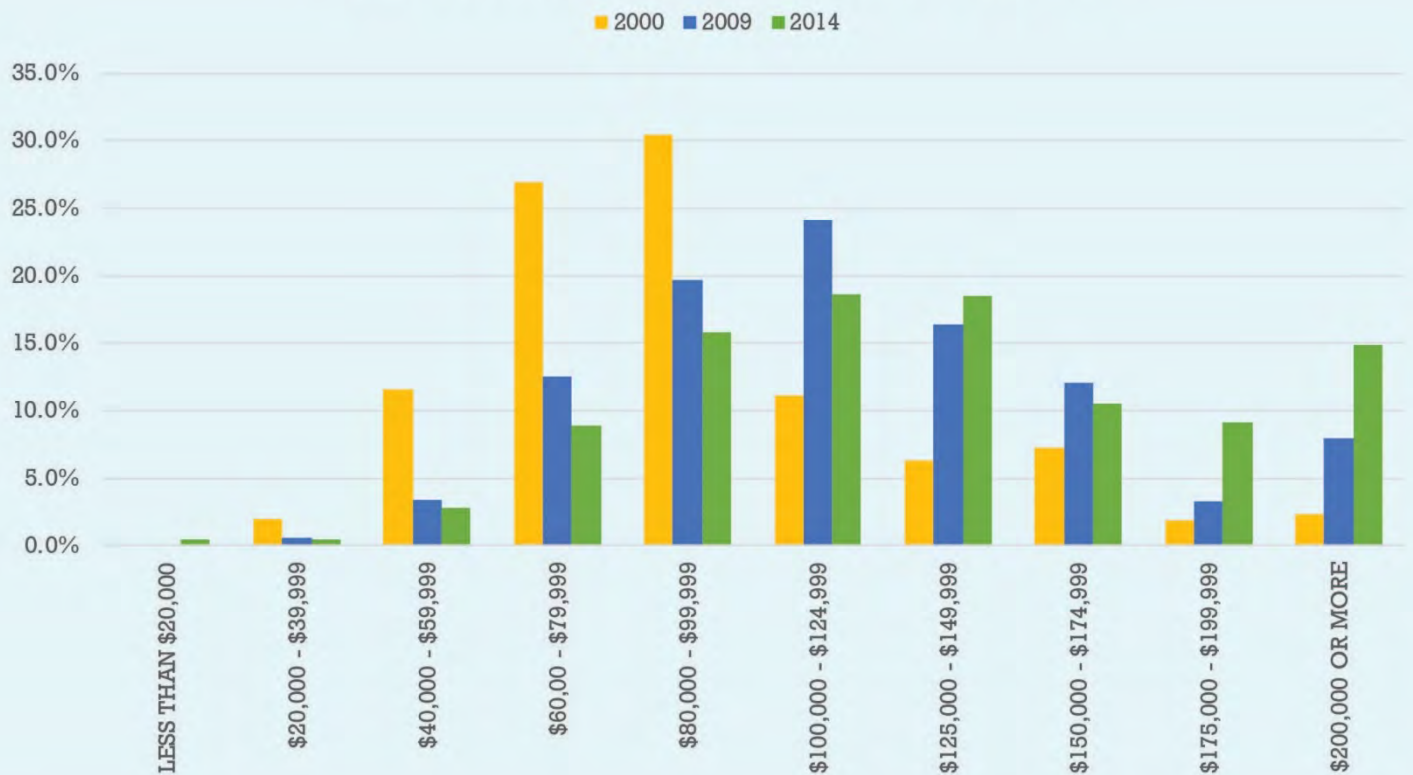
Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates



**Table 22:**  
**City of Dunkirk Owner-Occupied Housing Values**



**Table 23**  
**Village of Fredonia Owner-Occupied Housing Values**



### Vacancy and Seasonal Housing

An initial look at 2014 housing vacancy rate in the City of Dunkirk and the comparison communities shows that the City had a lower percentage of vacant houses than most other communities, excluding the Town of Dunkirk and the State of New York. A closer look reveals that in the comparison communities housing vacancy consists of a substantial amount of housing units for seasonal, recreational or occasional use. Excluding this type of housing unit, in 2014 the City had the second highest percentage of housing vacancy at 10% indicating both high vacancy and little availability of seasonal, recreational or occasional use housing units. **Table 24** details the vacancy status of total housing units.

**Table 24: 2014 Vacancy Status -Percent of Total Housing Units Vacant**

	Percent of Vacant Housing Units	Percent of Vacant Housing Units Excluding Units For Seasonal, Recreational or Occasional Use
<i>Census Tract 354</i>	12.6%	12.6%
<i>Census Tract 355</i>	16.3%	16.3%
<i>Census Tract 356</i>	6.4%	5.6%
<i>Census Tract 357</i>	11.7%	7.6%
<i>City of Dunkirk</i>	11.5%	10.3%
<i>Town of Dunkirk</i>	11.3%	11.3%
<i>Village of Fredonia</i>	14.8%	8.8%
<i>Town of Pomfret*</i>	22.5%	3.8%
<i>Chautauqua County</i>	18.8%	7.8%
<i>New York State</i>	11.0%	7.2%

\*Excludes the Village of Fredonia

Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates

**Table 25** represents a breakdown of vacancy categories for total housing units in the City of Dunkirk by census tract, which highlights that while all Census Tracts had vacant units for rent, only Census Tract 354 had vacant units for sale. Census Tract 354 is also the census tract with the lowest median income and highest poverty rates. The majority of vacant units in the City are categorized as “other vacant”, meaning these units don’t fall under the six other vacancy categories.

**Table 25: 2014 City of Dunkirk Vacant Housing Units by Vacancy Categories**

	Census Tract 354	Census Tract 355	Census Tract 356	Census Tract 357	City of Dunkirk
<i>For rent</i>	15%	25%	29%	15%	21%
<i>Rented, not occupied</i>	0%	0%	11%	0%	2%
<i>For sale only</i>	40%	0%	0%	0%	10%
<i>Sold, not occupied</i>	0%	0%	8%	0%	1%
<i>For seasonal, recreational, or occasional use</i>	0%	0%	13%	34%	11%
<i>For migrant workers</i>	0%	2%	0%	0%	1%
<i>Other vacant</i>	44%	72%	40%	51%	55%

Source: US Census Bureau's American FactFinder - 2010-2014 American Community Survey 5-Year Estimates



## 3.2 Inventory and Analysis

### Land Use

Existing land uses within the BOA is critical in identifying appropriate redevelopment opportunities. Using the New York State Department of Taxation and Finance Property Type Classification Codes, each land use is identified and mapped in **Table 26 and Figure 3**.

#### Industrial Land

At 26% of the total BOA land area, 123 acres are devoted to industrial uses. This category includes large properties, generally located along the railroad lines. With a history of industrial use, the amount of industrial land reflects the City's manufacturing heritage. Specifically, the industrial lands include the former Al Tech Specialty Steel site and the former Roblin Steel site.

#### Vacant Land & Parking Lots

The second largest land use in the BOA at 98 acres is vacant land. When combined with land identified as parking lots, this represents 22% percent of the total land area in the BOA. A challenge in addressing the potential for developing these vacant sites is that, while there are some larger vacant land areas present surrounding larger industrial sites and the City's wastewater treatment facility, much of the vacant land composed of smaller parcels and is scattered throughout the BOA rather than being concentrated in one area.

#### Community Services Land

The third largest land use in the BOA, Community Services, includes traditional urban community services (hospital, post office, City Hall, etc.) as well as the large, now vacant energy plant known as NRG Plant, Inc. Encompassing 63 acres, the plant comprises 73% of the Community Services land within

the BOA. Located along the Lake Erie coastline, the NRG facility has a major impact on the waterfront.

#### Residential Land

Comprising 14% of the total BOA land area, residential land is a key component of revitalization. Vacant residential land is generally dispersed around the downtown area as well as concentrated adjacent to the former Roblin Steel site and the City's wastewater treatment facility.

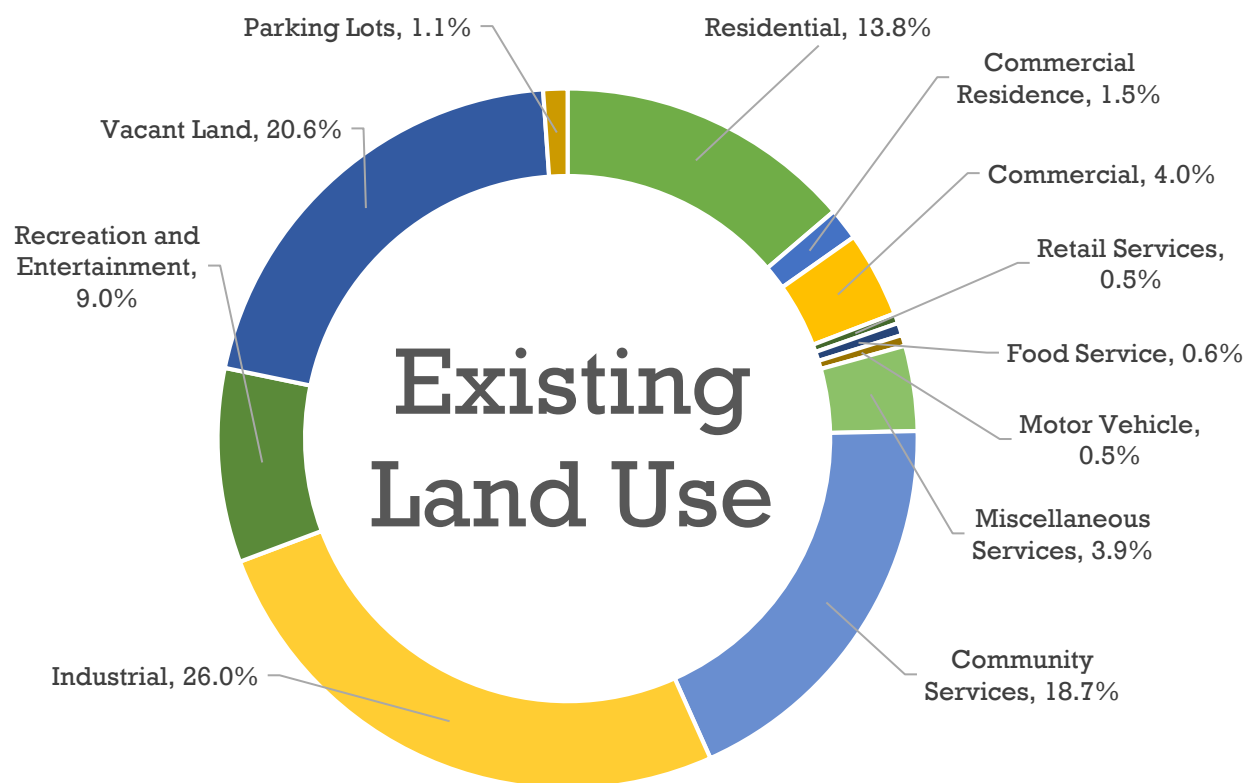
#### Commercial Land

Two major commercial corridors exist within the BOA: Central Avenue and Lake Shore Drive. Both corridors serve a critical purpose within the City and the BOA, providing access to shopping, dining, recreation, employment and the waterfront. Along these corridors, various types of commercial uses can be found including Commercial, Commercial Residences\*, Retail Services, Food Service, Motor Vehicle and Miscellaneous Services. Together these commercial land uses represent 52 acres land or 11% of the total BOA land area. It should be noted that retail and food services account for only 1% of the total BOA land area. This is significant, considering that the BOA includes the entirety of the downtown and waterfront entertainment area.

#### Recreation and Entertainment Land

Within the BOA, Recreation and Entertainment land is concentrated along the waterfront and includes Memorial Park and Wright Park as well as marina facilities proximate to the City's waterfront pier. These areas, as well as the City's wastewater treatment facility and a few smaller properties, comprise 9% of the total BOA land area.

Table 26:



*Note: Percentages do not include the right-of-way.*



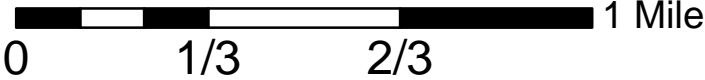


# Brownfield Opportunity Area Boundary Map

Figure No. 2

## Legend

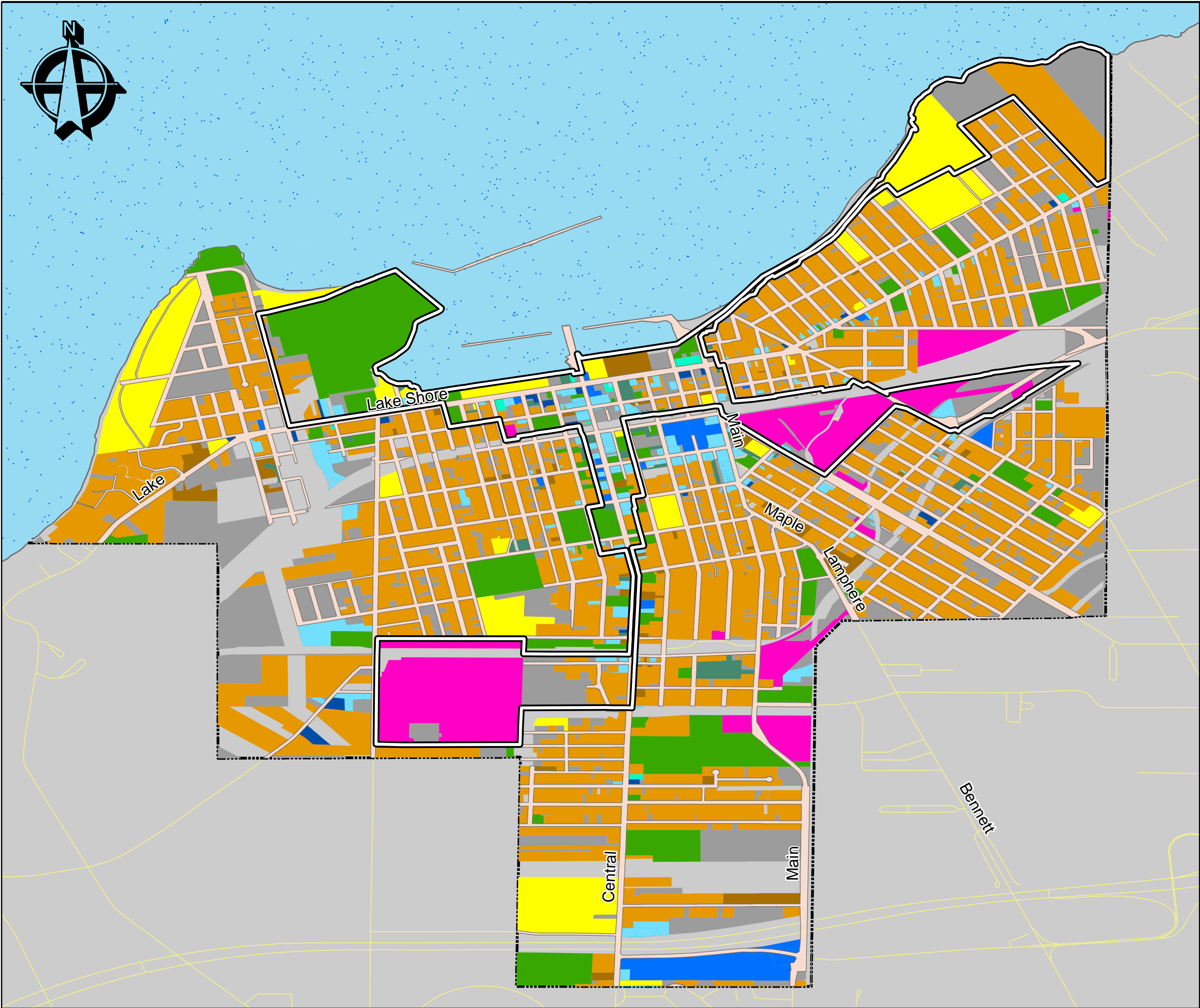
- Dashed line: Dunkirk City Line
- White outline: B.O.A. Boundry



Prepared by: GPI    Date: 11/11/2016  
New York State Plain West GCS NAD 83  
Imagery, Roads Networks, Rail Networks  
and Streams provided by NY GIS  
Parcel Data provided by Chautauqua County



















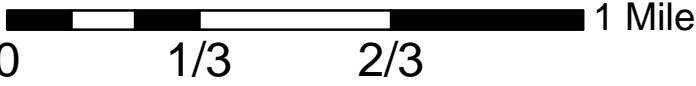


Existing Land  
Use Map

Figure No. 3

Legend

	Acres in BOA
 BOA Boundary	
 Residential	65.1
 Commercial Residence	7.0
 Commercial	18.7
 Retail Services	2.2
 Food Service	2.7
 Motor Vehicle	2.4
 Miscellaneous Services	18.6
 Community Services	88.3
 Industrial	122.9
 Recreation and Entertainment	42.4
 Vacant Land	97.7
 Parking Lots	5.3
 Dunkirk City Line	



Prepared by: GPI    Date: 11/11/2016  
New York State Plain West GCS NAD 83  
Imagery, Roads Networks, Rail Networks  
and Streams provided by NY GIS  
Parcel Data provided by Chautauqua County



## Zoning

Chapter 79 of the City Code details Dunkirk's zoning law regulates land use in order to provide orderly growth. These regulations impact the BOA and its redevelopment recommendations by detailing permitted uses and structures as well as requirements for height and bulk of development on various parcels subject to the current ordinances.

The effective date of the current zoning law is February 13, 1995. Described as being in accordance with the City's Comprehensive Plan, the law relates to the Central Business District Development Strategy from 1996 (also known as the Belden Plan). Considering that the City's Comprehensive Plan has not been updated in recent years, it should be noted that the zoning regulations may not adequately reflect the needs and wants of the community.

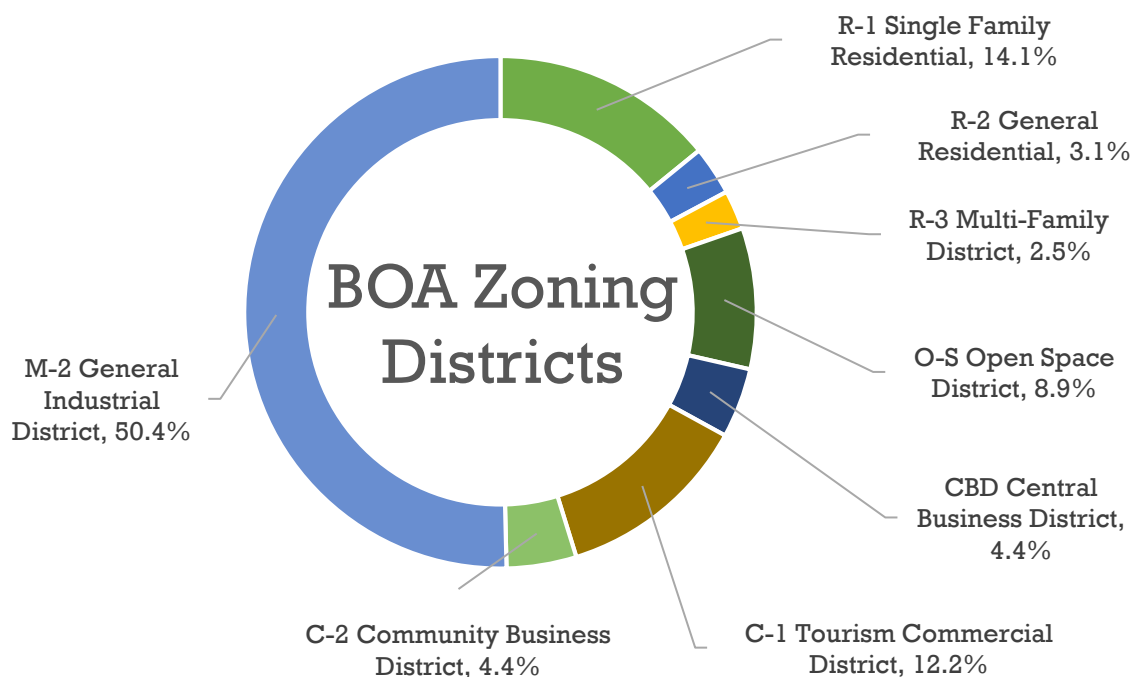
**Table 27 and Figure 4** illustrates the existing zoning within the BOA.

In the event the City elects to update its Zoning Code an *Image Preference Survey* from **Table 27:**

2009 Chautauqua County Design Principles Guidebook is available as a resource to help guide the development of design standards as well as form-based codes that can best address the vision for the future of Dunkirk.

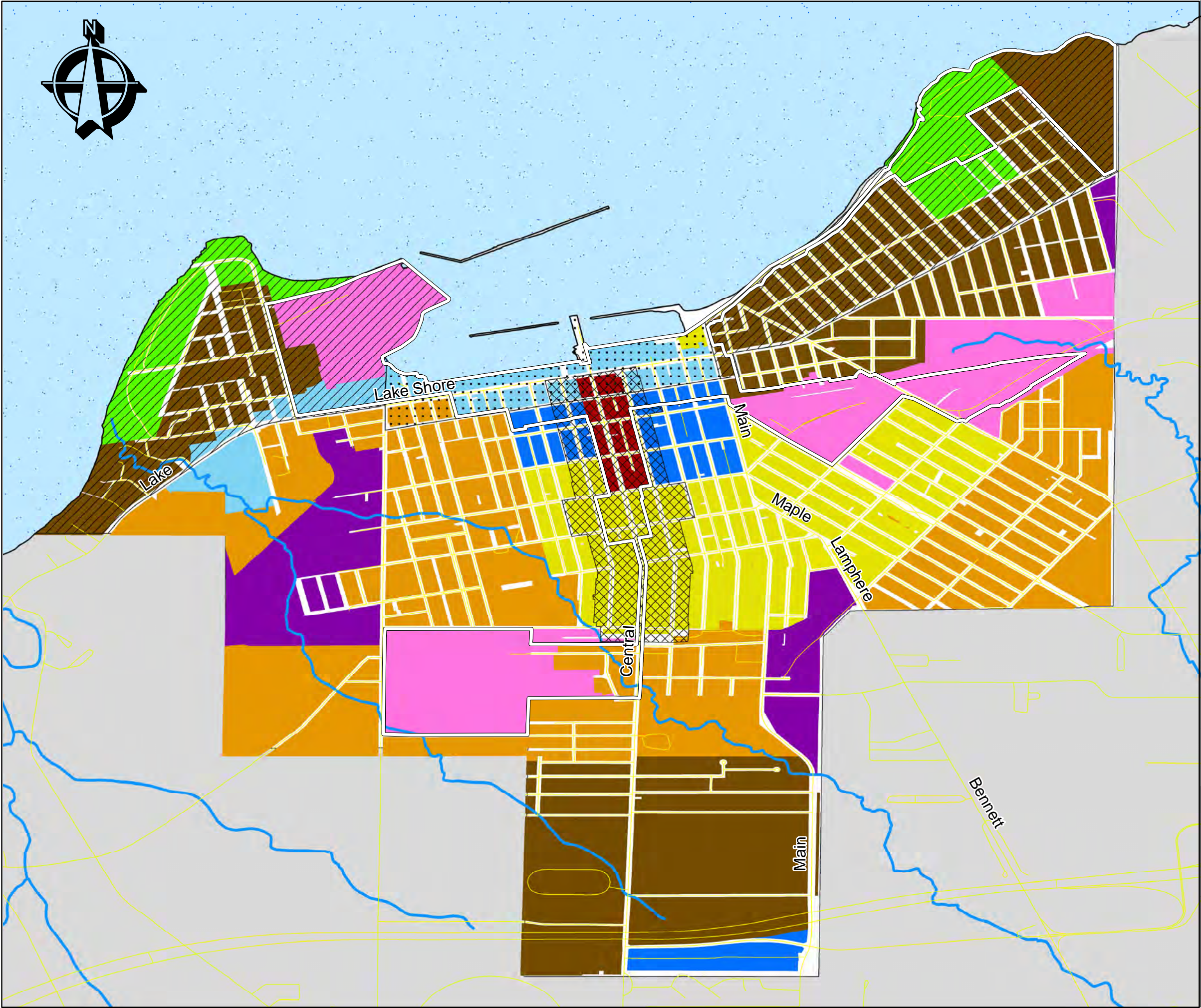
### About the City's Zoning Law

Dunkirk's zoning ordinance comprises nine districts and three overlay districts. Within the BOA are eight of the nine designated zoning districts (excluding the M-1, Light Industrial District) and all three of the overlay districts. The different types of districts include residential, commercial, industrial and open space. The uses for the residential districts are cumulative i.e. R-2 includes permitted uses of R-1, etc. Commercial or business districts include all residential uses. In contrast, industrial uses generally exclude all residential uses except for a caretaker or watch person residence permitted in M-2. Under the City's zoning code, the only land uses that are permitted without Site Plan Review are single family dwellings, two family



*Note: Percentages do not include the right-of-way.*





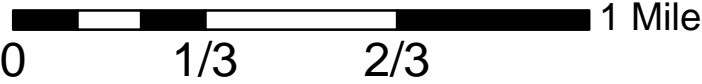
Existing Zoning  
Map

Figure No. 4

Legend

Acres in  
BOA

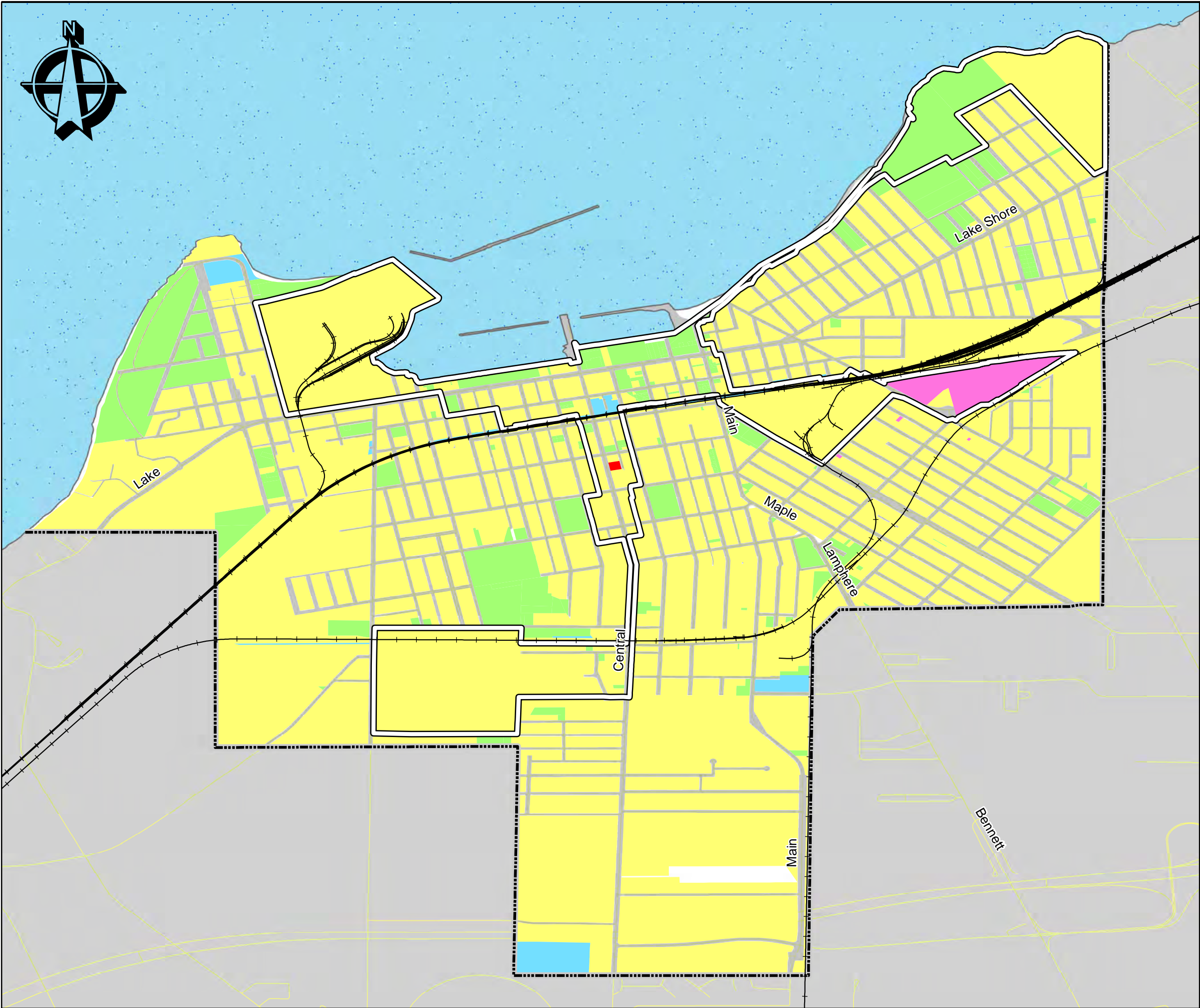
	BOA Boundary	537.4
	R-1 Single Family Residential	69.5
	R-2 General Residential	15.2
	R-3 Multi-Family District	12.19
	O-S Open Space District	43.8
	CBD Central Business District	21.7
	M-1 Light Industrial District	0
	M-2 General Industrial District	248.0
	C-1 Tourism Commercial District	60.2
	C-2 Community Business District	21.7
	Harborfront Overlay District 1	74.3
	Harborfront Overlay District 2	200
	Historic Overlay District	57.2



Prepared by: GPI    Date: 11/11/2016  
New York State Plain West GCS NAD 83  
Imagery, Roads Networks, Rail Networks  
and Streams provided by NY GIS  
Parcel Data provided by Chautauqua County







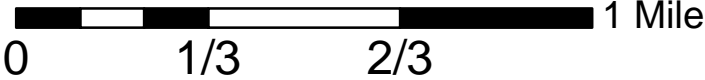
# Existing Land Ownership Map

Figure No. 5

## Legend

	Rail Roads	
	City Owned Properties	74.45
	County Owned Properties	28.59
	State Owned Properties	4.12
	Federally Owned Properties	377.68
	Privately Owned Properties	0.53
	BOA Boundary	55.58
	Dunkirk City Line	
	Transmission Lines	

## Acres in BOA



Prepared by: GPI    Date: 11/11/2016  
New York State Plain West GCS NAD 83  
Imagery, Roads Networks, Rail Networks  
and Streams provided by NY GIS  
Parcel Data provided by Chautauqua County



dwellings and accessory apartments when allowed within a given district.

Each of the districts within the BOA are described as follows:

### Residential Districts

#### *R-1 Single Family Residential District*

The Single Family Residential District represents 14% of the BOA land area and includes large undeveloped parcels in the northeast corner of the City.

The R-1 District permits single family dwellings as well as churches, public and semi-public facilities and home occupations. Special permitted uses include essential facilities and bed and breakfasts. The maximum building height within the R-1 District is 2.5 stories or 30 feet.

#### *R-2 General Residential*

With 3% of the BOA land area, the General Residential District consists of properties west of the former Roblin Steel site.

The R-2 District permits two family dwellings and accessory apartments as well as day care centers and accessory offices. Special permitted uses include tourist homes. Maximum building height is up to 3 stories or 35 feet for two family dwellings.

#### *R-3 Multi-Family District*

With 3% of the BOA land area, the Multi-Family District within the BOA consists of the area south of the CBD.

Uses permitted in the R-3 District include multiple family dwellings, nursing homes, mobile home parks, convenience stores and several other uses. Special permitted uses include boarding and rooming houses and fraternity or sorority houses. Maximum

building height is up to 5 stories or 55 feet for multi-family units of 3 units or more.

### Commercial/Business Districts

#### *C-1 Tourism Commercial District*

Representing 12% of the land area, the Tourism Commercial District is the second largest zoning district within the BOA. The District is generally comprised of the blocks surrounding Lake Shore Drive.

Uses permitted include residential, commercial, office, hotel and marina uses. Also, allowed under a special permit are amusement enterprises. Maximum building height within the C-1 District are up to 5 stories or 55 feet for residential uses and 35 feet for all other uses.

#### *C-2 Community Business District*

The Community Business District within the BOA consists of the area south of the Tourism Commercial District to the east and west of the CBD and consists of 4% of the BOA land area.

The C-2 District permits residential uses and various commercial and office uses including drug stores, supermarkets and automotive uses (car dealers, gas stations, etc.). Maximum building height within the C-2 District consistent with the R-3 District for residential uses and up to 35 feet for other uses.

#### *CBD Central Business District*

The BOA includes the entirety of the City of Dunkirk's Central Business District. The area is approximately 22 acres in size and represents 4% of the BOA land area. Properties included surround Central Avenue from Lake Shore Drive to 5<sup>th</sup> Street and extend east to Washington Avenue.

Permitted uses in the CBD District include all those allowed within the C-1 District as well as

providing for additional neighborhood focused commercial uses such as coin-laundry and dry cleaning facilities, department stores and medical offices. The code also provides for the development of other commercial uses like sporting goods, furniture stores and various types of shops and professional offices. Maximum building height in the CBD District is the same as in C-1 District.

### Industrial Districts

#### *M-2 General Industrial District*

Half (50%) of the BOA is zoned General Industrial. This 248 acres of BOA land, zoned M-2 includes large properties like the former Al Tech Specialty Steel site, the former Roblin Steel site and the NRG site. Each of these sites branch out from the downtown and the core of the BOA. The NRG site is located along the water, west of the downtown.

All permitted land uses within the M-2 District are subject to Site Plan Review and include light industrial uses within the M-1 District as well as various heavy industrial uses. Several different adult-uses are allowed as a special permitted use. The maximum building height within the M-2 District is 40 feet.

### Open Space Districts

#### *O-S Open Space District*

The Open Space District within the BOA includes a portion of Wright Park, the City's wastewater treatment facility and adjacent lands.

Uses allowed in the O-S District include park and recreation uses as well as public or private boat facilities.

### Overlay Districts

There are three different overlay districts established in the City of Dunkirk: Harborfront 1 District, Harborfront 2 District and Historic

District. The Harborfront overlay districts serve to ensure that development within the waterfront area is consistent with the policies of the Local Waterfront Revitalization Plan (LWRP). Harborfront 1 District Overlay applies to areas along Lake Erie, bounded by Brigham Avenue, 2<sup>nd</sup> Street and Main Street and restricts uses to park and boating facilities as well as complimentary refreshment and service buildings. The overlay district covers 15% of the BOA land area. The Harborfront 2 District expands further than the Harborfront 1 District and includes areas distant from the downtown, but along the water, covering 41% of the BOA land area. This area allows for uses in accordance with the LWRP. The Historic Overlay District encompasses properties along Central Avenue, Eagle Street and Washington Avenue and allows for uses within the district subject to an architectural review as part of the Site Plan Review Process for any new construction, demolition, relocation or material change in the exterior appearance of buildings. 12% of the BOA land area is within the Historic District Overlay.

### Assessment of the Zoning

The zoning law applicable to the City of Dunkirk and the BOA establishes a framework that directs land uses within the City. Included within the zoning are several overlay districts that provide safeguards for undesirable development within key areas of the City, specifically the historic downtown area and the Lake Erie waterfront.

The existing zoning would benefit from several tools that if implemented could maximally provide for an effective framework for regulation. These include:

- *An updated Comprehensive Plan which can help lay the foundation for a new Zoning Law that best implements a City-wide vision*



*for renewal.* An updated plan should be the foundation for land use regulations. As that plan is updated or replaced, the zoning laws should be reassessed as well to ensure they support the plan.

- *An adopted Local Waterfront Revitalization Plan (LWRP) to direct development within the Harborfront overlay districts.* The two overlay districts refer back to the LWRP, but currently there is only a draft LWRP in place for Northern Chautauqua County (including the City of Dunkirk).
- *Detailed guidance or standards for design and appearance of structures in the downtown and waterfront areas especially and potentially throughout the City.* The Historic Overlay District requires an architectural review to be completed by either the Historic Commission or Planning Board based on materials submitted by the applicant. Currently the review process is certified by the Planning Board. The Board would benefit from putting additional tools in place to help them evaluate decisions. Such tools include design guidelines and development standards. This type of review by the Planning Board currently applies to the area around the downtown and does not extend to waterfront development.

## Land Ownership

The BOA land ownership patterns comprising public, quasi-public and private lands is an important consideration since ownership can impact on the potential for redevelopment of various development sites. Both public and private lands require coordination and cooperation to facilitate redevelopment efforts.

**Table 28 and Figure 5** illustrates the land ownership within the BOA.

### Privately-Owned Land

Within the BOA, the majority of land is privately owned (78%) and are distributed throughout the BOA.

### Publicly-Owned Land

#### *City of Dunkirk*

The largest public property owner within the BOA is the City of Dunkirk which controls approximately 75 acres (15%) of the total BOA land area. The concentration of City-owned

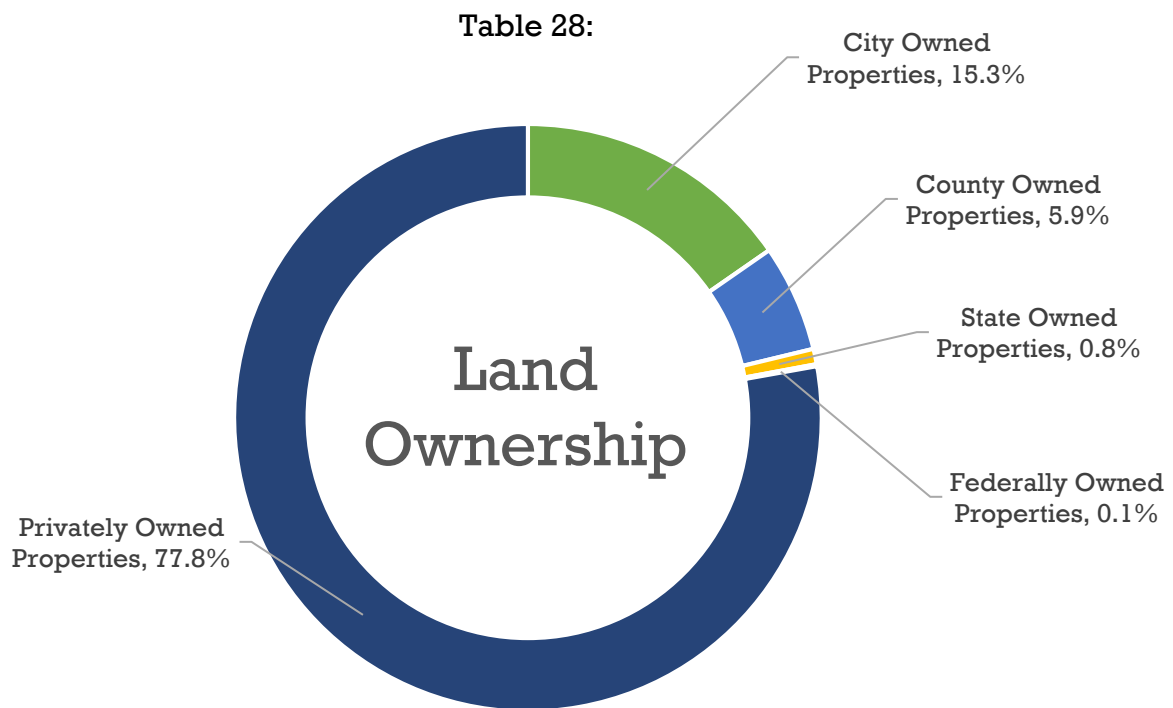
land is primarily along the waterfront. The largest contiguous City-owned property is in the northeast corner of the City and includes Wright Park as well as the wastewater treatment facility.

#### *Chautauqua County*

With 29 acres of property within the BOA, the County is the second largest public property owner in the BOA. The County lands comprise most of the former Al Tech Specialty Steel site.

#### *Other Publicly-Owned Lands*

Other public owners include State and federally owned lands, both of which own smaller properties within the BOA. The SUNY Fredonia Technology Incubator resides on State owned land and the U.S. Post Office resides on federally owned land.



*Note: Percentages do not include the right-of-way.*



## Parks and Open Space

There are three parks that are included within the BOA: Memorial Park, a small portion of Wright Park and a playground north of the railroad tracks between Leopard Street and Main Street.

**Figure 6** illustrates the parks and open spaces within the BOA.

### *Memorial Park*

Memorial Park is the City's premier waterfront park. Located along Lake Shore Drive, west of Central Avenue and the CBD, the park's 5.5 acres stretch along the Lake Erie coast and provide year round passive recreation opportunities to residents and visitors. Features of the park include picnicking and sightseeing.

A key attraction within the Memorial Park is the multi-use trail called the Lake Front Trail. The City has plans to extend and connect this trail to the east, to Wright Park and the west, to Point Gratiot Park. In 2014, the City began looking at opportunities to connect the existing Lake Front Trail to the west in the Lake Front Connector Trails Plan. The plan looked at different alignments to link to the Point Drive Trail (which connects to the Point Gratiot Park Trail) to the Lake Front Trail.

### *Wright Park*

In the northeastern corner of the City is Wright Park, a 44-acre large active and passive recreation park with access to the waterfront. Features of the park include ballfields, a basketball court, a street hockey court, beaches and opportunities for picnicking and sightseeing. The portion within the BOA includes the property closest to the waterfront and adjacent to the wastewater treatment facility.

### *Playground*

Between Leopard and Main Streets is a playground facility that serves the neighborhood north of the railroad tracks.



*Memorial Park*





# Parks and Open Space Map

Figure No. 6

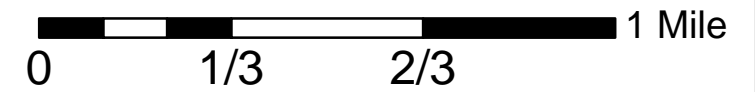
## Legend

- Dunkirk\_City\_Line
- BOA Boundary
- Parks and Open Space
- Rail Road
- Transmission Lines

## Parks in the BOA

Memorial Park  
Lake Shore Dr.  
5.49 Acres

Wright Park/Battery Point  
Wright Park Dr.  
43.52 Acres



Prepared by: GPI    Date: 11/15/2016  
New York State Plain West GCS NAD 83  
Imagery, Roads Networks, Rail Networks  
and Streams provided by NY GIS  
Parcel Data provided by Chautauqua County





### *Washington Park*

Just outside the BOA, proximate to the downtown, is Washington Park, a picturesque urban park that provides passive recreation opportunities to the surrounding community.

### *Park Considerations*

A key consideration within and surrounding the BOA area are the parks, open space and access trails along the waterfront. As the City promotes its picturesque location along Lake Erie, waterfront access is critical to the development of a waterfront community. Furthermore, waterfront park access should link to the downtown commercial area, strengthening the connection between Dunkirk and its waterfront location.

## **Brownfield, Vacant, and Underutilized Properties**

The Department of State's Brownfield Opportunity Areas (BOA) Program provides communities with guidance, expertise and financial assistance to complete BOA Nomination Plans, which are revitalization strategies for neighborhoods or areas affected by both brownfields and economic distress. Brownfields are dormant properties where contamination or perceived contamination has impeded investment and redevelopment, making them an economic and environmental drain on localities. The goal of the BOA Program is to transform brownfields from liabilities to community assets that generate businesses, jobs and revenues for local economies and provide new housing and public amenities.

The approach is conducted on a community wide basis rather than a site by site basis. This approach enables communities to comprehensively assess existing economic and environmental conditions associated with

brownfield blight and impacted areas, identify and prioritize community supported redevelopment opportunities, and attract public and private investment.

The BOA contains a number of target properties that have been selected based upon their potential to jump start revitalization within the City of Dunkirk. A critical component of the Step 2 Nomination Study is to develop a high-level understanding of the environmental conditions and impacts upon redevelopment initiatives within the BOA, and provide a relevant evaluation of the relationship between neighborhood decline and environmental impairments.

During the Pre-Nomination Step 1 phase, which was completed in 2008, a comprehensive inventory of potential brownfield sites in the City was completed, resulting in a better understanding of existing parcels and their respective environmental constraints. The Pre-Nomination Study identified nine known brownfields and fifteen additional vacant or underutilized properties.

Under the current Step 2 effort, the list of brownfield, vacant and underutilized sites generated during the Pre-Nomination study were reevaluated. For the purposes of undertaking an evaluation of potential development sites in the City of Dunkirk given both time and cost constraints, it was decided to reduce the number of strategic sites originally submitted by the City to the Department of State from an original 34 sites (including the AL-Tech site) to a more feasible 14 strategic sites. Selection of these 14 sites followed several criteria for selection including:

1. Site size and ability to expand the site for development purposes;
2. Site location;

3. Environmental constraints;
4. Likelihood of sites stimulating adjacent site development;
5. Likelihood of sites being of interest to developers; and,
6. Ownership of land and willingness of owners both municipal and private to attract development.

The process resulted in the creation of a revised BOA boundary and the designation of 14 brownfield, vacant and underutilized sites for the Nomination Study. These 14 target sites are comprised of 105 individual parcels as illustrated on **Figure 7**.

#### Site Evaluation Process

The evaluation process entailed a constraints analysis that included the review of New York State Department of Environmental Conservation (NYSDEC) environmental databases, United States Environmental Protection Agency (USEPA) environmental databases, in-field assessments, subjective information from public meetings, and readily available historical data to identify preliminary site conditions. This analysis also included a review of local tax records, County, State, and Federal GIS databases and a field review. During the field review, observations were noted as to the tenancy of the property (i.e., occupied vs. vacant), the presence or absence of structures, the composition of structures (if present), the presence and type of site access, the availability of infrastructure, the presence of storage tanks, process lines or other industrial equipment and any observable signs of environmental stress.

Information obtained during the evaluation process was incorporated into a Geographic Information System (GIS) database program. A site profile was created through the database for each potential target site. Each site profile contains detailed information about each site

including site name, location, owner, size, current use, zoning designation, existing infrastructure and site access, location in proximity to existing transportation networks, natural resources, cultural resources, adjacent land uses, environmental history, known/suspected contaminants and redevelopment potential. Additionally, the Site Profiles for all target sites within the Dunkirk BOA are included in **Appendix B**.

#### Known or Suspected Brownfield Sites

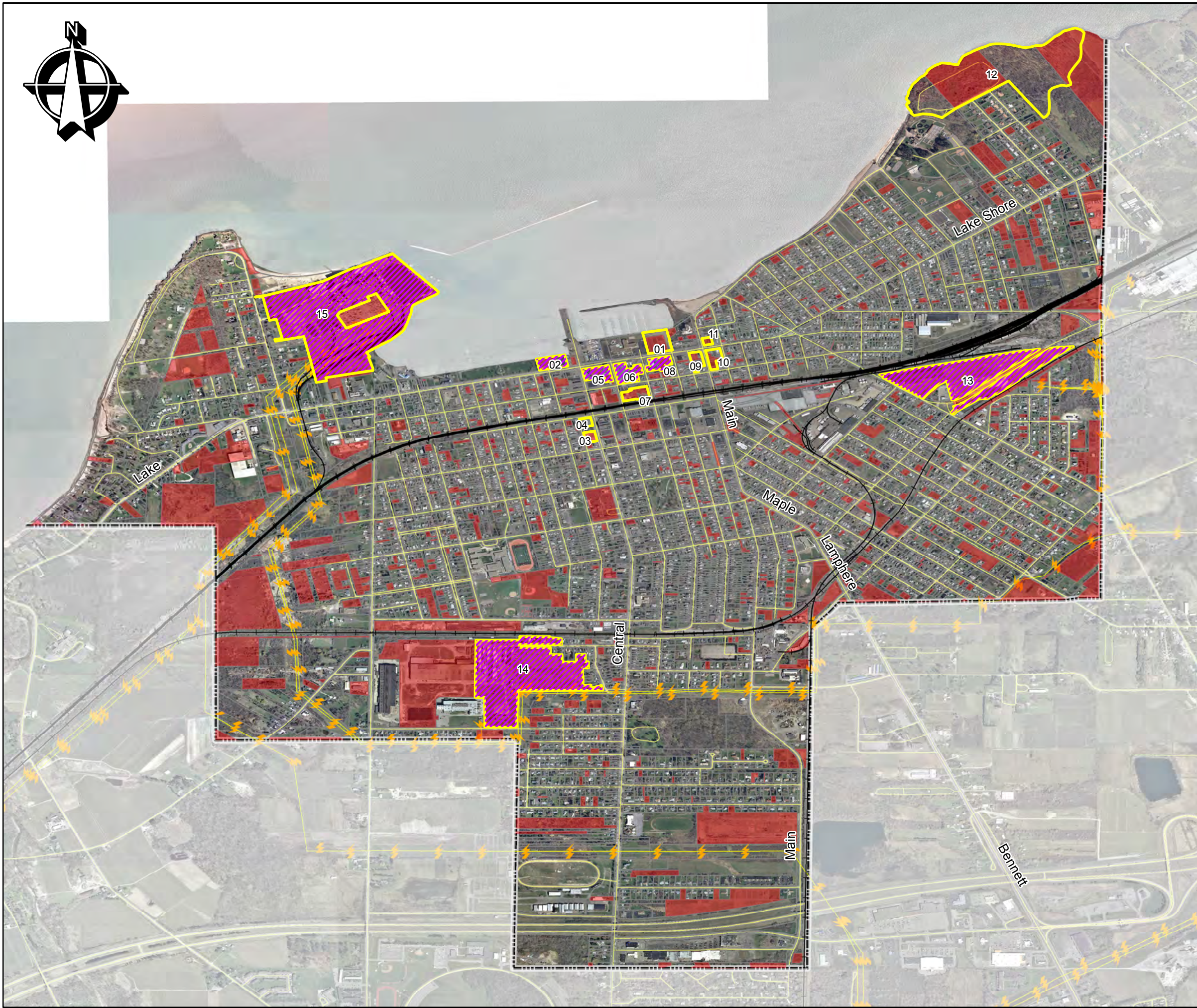
This section discusses the known and suspected brownfields that are included in the list of 14 targets sites evaluated within the City of Dunkirk BOA. The sites listed in this section have known or perceived contamination and as a result redevelopment has been hindered. These issues arise from the historic presence of industry on the property, the presence of non-compliant PBS or CBS tanks, hazardous waste generators, open spill sites where contamination has not been fully addressed or are properties listed in the NYSDEC Environmental Remediation Site Database. Several of these sites are shovel-ready and a marketing strategy implemented later in the BOA program could contribute to successful redevelopment of these sites.

While many of these sites possess known contamination issues, it may be necessary to conduct additional environmental site assessment work (i.e., Phase I, Phase II, etc.) prior to planning any redevelopment to determine the extents and degree to which these sites are contaminated.

Based on a review of the 14 target sites located in the BOA, six were identified as brownfield sites. These sites include:

- Site No. 2 – Stefans Block





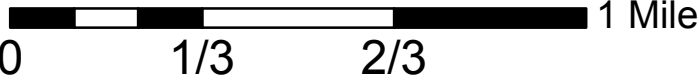
# Brownfield, Vacant & Underutilized Sites Location Map

Figure No. 7

## Legend

- ID Preliminary Target Sites
- Vacant and Underutilized Sites
- Dunkirk City Line
- Rail Road
- Transmission Lines
- Known or Suspected Brownfields

ID	SITE NAME
01)	Waterfront Block
02)	Stefans Block -- ♦
03)	Former Masonic Temple
04)	County Parking Lot
05)	Central Ave Teminus Block -- ♦
06)	Faith Baptist Church Block -- ♦
07)	Mulholland Block
08)	Sam Family Farm -- ♦
09)	Main Street Corner West
10)	Main Street Corner East
11)	Main Street Corner North
12)	Woodlands
13)	Former Roblin Steel -- ♦
14)	Former Al-tech -- ♦
15)	NRG -- ♦
♦ -- Known or suspected Brownfield Sites	



Prepared by: GPI Date: 11/11/2016  
New York State Plain West GCS NAD 83  
Imagery, Roads Networks, Rail Networks  
and Streams provided by NY GIS  
Parcel Data provided by Chautauqua County





- Site No. 5 – Central Avenue Terminus Block
- Site No. 6 – Faith Baptist Church Block
- Site No. 8 – Sam Family Farm
- Site No. 13 – Former Roblin Steel
- Site No. 14 – Former AL-Tech

Summaries of the site histories and environmental conditions are presented on the following pages, while more detailed information is provided in the Site Profiles included in **Appendix B**.

#### Site No. 2 – Stefans Block

The Stefans Block consists of five individual adjoining parcels comprising 1.91 acres of land. This site is centrally located within the Waterfront focus area of the BOA. There is currently one vacant approximately 5,300 square foot building on the western most parcel of the site. The remainder of the site is vacant and undeveloped and is primarily comprised of paved and gravel covered surfaces. Historically from the late 1800s to the 1920s the northwestern portion of the site was the lake bed of Lake Erie until the construction of a concrete seawall in the late 1920s to early 1930s. Subsequently, the western portion of the site was developed as an automobile sales and service facility; an auto seat cover shop and most recently as Stefans Bait Shop. The NYSDEC removed at least five underground petroleum storage tanks (USTs) from the site during the early 2000s. The tanks were in poor condition and evidence of petroleum contamination was identified in subsurface soils and groundwater at concentrations exceeding NYSDEC regulatory/guidance standards. While remedial activities that included the removal of the USTs and contaminated soil coupled with in-situ and groundwater removal were conducted during the mid-2000s, subsequent

investigations determined that contaminated groundwater and subsurface soils remain at the site. The site was closed and made inactive by the NYSDEC in 2011 and no further action was requested; however, based on the presence of remaining contamination, additional remedial efforts may be required at the site depending on future redevelopment activities. Plans for redevelopment include a boat and tackle store along with rehabilitation of the marina.

#### Site No. 5 – Central Avenue Terminus Block

The Central Avenue Terminus Block consists of seven individual adjoining parcels comprising 1.89 acres of land. This site is located at the northeastern end of the Central Business District within the BOA. There are currently several buildings/structures on this site. On the western most parcel is a convenience store/gas station and a self-service car wash facility. The central three parcels include a small structure currently operated as a hot dog stand. Parcels to the east and west of the stand are gravel parking areas. A bar/tavern is located on one of the parcels as well as a multi-story vacant commercial structure on the easternmost parcel. South of this structure is a lawn area utilized by the bar. An access driveway for the Dunkirk Observer building bisects the southeastern most parcel. Historically, the site was occupied by an opera house, saloons, a hotel, a soap factory and residential homes from the late 1800s to the early to mid-1930s. During the mid to late 1940s records indicate a gasoline filling station occupied the western most parcel and an automobile sales a service facility occupied the central parcels. While there are no known environmental assessment and/or investigations for this site the current and historical operation of a gasoline filling station on this site indicates the potential for

subsurface petroleum contamination. Additionally, there is residual petroleum contamination in the subsurface on the Marina to the north that could have migrated to this target site. Plans for redevelopment include potential commercial development and/or the expansion of existing businesses.

#### **Site No. 6 – Faith Baptist Church Block**

The Faith Baptist Church Block consists of seven individual adjoining parcels comprising 2.33 acres of land. The site is centrally located within the BOA and is situated northeast of the intersection of Washington Avenue and East 2<sup>nd</sup> Street. The eastern portion of the target site is currently occupied by several buildings that are operated as a church, a storage building and single and multi-family residential homes. The western most parcel is currently operated as a City owned parking lot. Historically, the western most parcel has not been developed with the exception of railroad tracks which traversed this parcel north to south. It's not clear when the railroad tracks were removed, but historical information indicates the tracks were on this parcel dating back to the late 1800s. From the late 1800s to the mid-1910s the eastern parcels consisted of residential homes. In the early 1920s a gasoline station, likely for the railroad due to the size of the tanks, was located on the south central parcel. Several gasoline tanks that included a 10,000-gallon, 13,000-gallon, 16,000 gallon and a 12,000-gallon tank were noted as being on this parcel. These tanks were operated on this parcel from at least the early 1920s until the early 1950s. Later this site became known as the RO Proper & Sons (former Penzol site).

The site was donated to the current owner in in early 2000s. Between 1994 and 2007 a series of UST removals coupled with the removal and

off-site disposal of more than 4,400 tons of petroleum contaminated soils was conducted on the south central parcel. Post excavation sampling following the 2007 removal activities indicated that low-level contamination remains in the subsurface. The NYSDEC indicated the site was closed, received inactive status and no further action at the site would be required. While the NYSDEC is not currently requiring any further remedial actions at this site, impacted soils encountered during potential redevelopment activities will likely have to be excavated and removed from the site. Plans for redevelopment include potential commercial development and/or the expansion of existing businesses.

#### **Site No. 8 – Sam Family Farm**

The Sam Family Farm site consists of three individual adjoining parcels comprising 1.48 acres of land. The site is centrally located within the BOA and is situated southwest of the intersection of Lake Shore Drive and Deer Street. The two western parcels contain buildings that abut Lake Shore Drive and include a vacant one-story commercial building and a residential home. The eastern most parcel is vacant and undeveloped.

Historically much of this site was used for residential purposes. During the early 1910s the eastern most parcel was noted to consist of a Wagon Company, which operated a paint shop in the 1920s. Historical Sanborn Maps from 1931 depicted the presence of automobile garages on western and eastern parcels. Two gasoline USTs were removed from the eastern along with contaminated soils; however slight contamination still remains. The NYSDEC closed the site and listed it as inactive. Ground intrusive activities associated with potential site redevelopment could encounter contaminated soils that will

have to be managed appropriately. North of the western parcel within the Lake Shore ROW were 2 gasoline USTs (late 1940s). Also an auto sales and service facility was on this parcel around the same time period. There are no known assessments and/or investigations for this parcel; therefore, the potential to encounter contaminated soil in the subsurface exists.

#### Site No. 13 – Former Roblin Steel

The former Roblin Steel site consists of four individual adjoining parcels comprising 24.71 acres of land. The site consists of former industrial parcels located in the eastern portion of the BOA. As a whole this target site is comprised of three individual NYSDEC brownfield sites that include the former Roblin Site (NYSDEC Site No. B00173); the former Alumax Extrusions facility (NYSDEC Site No. V00589) to the south and to the west the Edgewood Warehouse site (NYSDEC Site No. E907032). Summaries of the site histories and environmental conditions are presented separately below. These sites are currently being evaluated for the potential relocation of Brooks Memorial Hospital.

#### **Former Roblin Steel Facility**

The former Roblin Steel facility was initially developed as part of a larger industrial complex operated by the American Locomotive Company in the early 1900s for the manufacture of locomotives. Operations were later converted to the manufacture of process equipment (e.g. heat exchangers, pressure vessels, steel pipe, fittings and conduits). Roblin Steel acquired the property and operated a steel reclamation business until the 1980's; scrap steel was forged in electric arc furnaces into steel rods. The facility included dust collection baghouses, mills, a compressor house, an electrical

substation and a variety of other process equipment. Prior site uses and operations that appear to have led to the site contamination include metal plating, machining, the use of metal cleaning solvents and the storage of fuel oil. Previous investigations identified soil and groundwater contamination (including chlorinated solvents, heavy metals petroleum and PCBs) and asbestos containing materials in the building. An EPA removal action was completed in 1994 to remove over 700 drums of hazardous waste, piles of hazardous emission control dust, and other hazardous materials. A second EPA removal action was completed in 2004 that included the delineation, excavation and off-site disposal of PCB-impacted concrete and surface soils. In 2001, Chautauqua County took ownership of the property and applied to New York State for funding to further investigate and remediate the site under the Environmental Restoration Program. Remediation at the site is complete though contamination remains on the site in the subsurface soils. Remediation consisted of the excavation and off-site disposal of surface and subsurface soil/fill from select areas of the site; cleaning and in-place closure of sewers, sumps, and an underground storage tank; removal of asbestos and demolition of the site buildings; and the addition of granular iron, injected to soils in certain areas and placed in select excavations, to enhance the natural degradation of chlorinated volatile groundwater contaminants. There are currently no buildings remaining on this property. A Site Management Plan (SMP) was prepared to manage remaining contamination at the site. The SMP describes the engineering and institutional controls (ECs/ICs) implemented at the site to control exposure to remaining contamination during future use of the site to ensure protection of public health

and the environment. The ICs include an Environmental Easement; SMP; soil management plan; groundwater use restrictions; long term monitoring; and land use restrictions. The ECs currently include a twelve inch thick cover of clean imported soil, with a demarcation layer. Additionally, prior to the construction of any enclosed structures, a soil vapor intrusion (SVI) evaluation will need to be performed to determine whether any mitigation measures are necessary to eliminate potential exposure to vapors in the proposed structure. All future redevelopment activities must adhere to the requirements of the SMP.

#### **Former Alumax Extrusions Facility**

The site was initially developed as a locomotive manufacturing facility in the early 1900's. The property consisted of a brass and iron foundry and was converted to an aluminum extrusion facility in the 1970's and operated as such until 1993, when it was idled. Alcoa acquired the site during a global property acquisition and voluntarily performed an environmental assessment and remedial work. Under the NYSDEC's Voluntary Cleanup Program Alcoa identified and remediated soils and groundwater containing solvents. The work was complete in 2004. Alcoa sold the property in 2008 to Chautauqua County, who assumed all continuing site management obligations. The former warehouse building was demolished in 2008. The remedial work addressed the soil and groundwater contamination which will prevent off site migration. The site management plan will prevent exposure to low level contamination in on-site soils. The groundwater requires monitoring and a site management plan is in place to guide future development of the property. The site

management plan for this site includes groundwater use restrictions; a soils management plan; a soil cover and paving plan (to be implemented as part of any redevelopment activities); a soil vapor barrier for any new buildings; land use restrictions; and an on-going operations, maintenance and monitoring plan. All future redevelopment activities must adhere to the requirements of the SMP.

#### **Former Edgewood Warehouse Site**

This site was formerly part of the American Locomotive Company. In addition to a warehouse, the property has been used as: a locomotive manufacturing facility; a manufacturing facility of military equipment; a tank paint shop, offices and storage facilities; a machine shop; manufacturing stainless steel feed-water tubes and heat exchangers; and manufacturing wooden crates and boxes. In the past, the property also contained another building that housed the facility power plant. This site currently contains a large warehouse building which is vacant and in fair to poor condition. The site was entered into the NYSDEC Environmental Restoration Program in 2007. A Remedial Investigation report was submitted in May 2009 and an Alternatives Analysis report was prepared in September 2009. Contaminants of concern detected in the surface and subsurface soil/fill primarily consist of SVOCs and metals. The SVOCs detected include PAHs, seven of which are known carcinogens. Concentrations of VOCs and/or metals, the primary groundwater contaminants of concern, were detected in eight of the fourteen monitoring wells on site. A Proposed Remedial Action Plan was made available to the public in December 2009 and a Record of Decision (ROD) was signed in March 2010. The ROD presents the

selected remedy for the site. The NYSDEC selected remedy for the site includes excavation of soil in three areas containing elevated levels of hazardous substances; removal of contaminated wood flooring blocks; removal of contaminated sediments from pits and sumps; placement of clean cover outside the building footprint; in-situ groundwater treatment for VOCs; soil vapor mitigation; and an environmental easement with periodic certification. To date no remedial actions have been advanced at this site; therefore, prior to any redevelopment the remedial actions prescribed by the ROD must be completed.

#### Site No. 14 – Former Al-Tech

The Former Al-Tech site consists of 8 individual adjoining parcels comprising 36.68 acres of land. This target site is located in the southwestern portion of the BOA. The western most and northern most parcels comprising this target site contain several industrial warehouse buildings. Due to site access limitations existing conditions within these structures could not be verified.

Six of the eight parcels comprising this site are either wholly or partially included as part of the Al-Tech Specialty Steel NYSDEC Superfund site (NYSDEC Site no. 907022). Industrial use of the site has included the manufacture of iron and steel dating back to 1908. Foundry operations gave way to forging and finishing of stainless steel rod and wire from supplied billets. Experiencing financial difficulties through the late 1990's Al-Tech Specialty Steel ceased operations in 2001. An asset holding corporation, named RealCo emerged from these difficulties to address environmental issues at the idled facility, including, but not limited to the Lucas Avenue Plant and Willowbrook Pond. During bankruptcy

proceedings in 2002 Dunkirk Acquisition, LLC d.b.a. Dunkirk Specialty Steel acquired the assets of the Al-Tech Site except for the Lucas Avenue Plant, the Brigham Road Pickle Room and the Willowbrook Pond.

Environmental investigations at the Al-Tech Site began as early as 1985 as part of a RCRA permit application. Site wide environmental investigations conducted from 1992 to 2008 studied solid waste management units and areas of concern. The studies investigated all media including; surface soil, subsurface soil, groundwater, sediments and soil vapor/sub-slab vapor. Based upon investigations completed to date, the primary contaminants of concern on the site are chromium, lead, chlorinated solvents and polychlorinated biphenyls (PCBs). However it should be noted that prior investigation largely focused on the western and northern portions of this site, which are not included in the boundaries of the BOA target site. Comparatively environmental investigations on the eastern portions of the site (which include portions of the target site) were limited. The primary contaminant of concern is chromium in surface and subsurface soils. While remedial actions have been conducted on portions of the Al-Tech site west of the target site, no remedial activities have been conducted on the target site parcels. Plans for redevelopment include expansion of existing industrial facilities and/or new companion industrial facilities.

#### Site No. 15 – NRG

The NRG site consists of two adjoining parcels comprising 75.9 acres of land. The site is located within the northwestern portion of the Waterfront focus area of the BOA. The majority of the property is occupied by the former coal fired power plant that was constructed in the early 1950s. While in



operation the plant contained of four active generating units with a total nameplate rating of 635 MW net. Units 1 and 2 are identical 100 MW units that began commercial operation in 1950. Units 3 and 4 are identical 218 MW units that went into commercial operation in 1959 and 1960, respectively. The power generating units used low-sulfur Powder River Basin coal as their fuel source. The remaining portions consist of coal storage areas, ash ponds, rail lines, and electrical substation, maintenance and parking facilities. The site is accessible by CSX rail service, and has onsite dock access with barge unloading capabilities. The plant has not run since January 2016, when NRG Energy mothballed it.

While there are no publically available environmental assessments and/or investigations for this site an environmental database search for the BOA revealed:

- More than 20 NYSDEC petroleum/chemical spills and Leaking Storage Tank (LTANK) Incident Report sites have occurred on the site since the early 1990's. At least half of these spills consisted of exceedances of air quality standards while the remainder consisted of petroleum spills to the ground surface of the site;
- The site was historically listed on the USEPA Resource Conservation and Recovery Information System (RCRInfo) list of large quantity hazardous waste generators from at least the early 1990s to the late 2000s;
- The site appears on the NYSDEC database of registered Petroleum Bulk Storage (PBS) / Chemical Bulk Storage (CBS) facilities for Underground Storage Tanks (4 underground petroleum tanks with a cumulative total of 9,000-gallons) and Aboveground Storage Tanks (13 aboveground petroleum and chemical bulk storage tanks with a cumulative total of 97,900-gallons);
- Multiple facility wide air permits and stormwater management permits;
- The site was formerly listed as a Toxic Substance Control Act (TSCA) and Toxic Release Inventory System (TRIS) databases.

Based the industrial use of the site for almost 70 years; the storage, generation and use of petroleum products, and hazardous chemicals; and known spills/releases it is highly likely that these uses/activities to have had environmental impacts (i.e. chemical/petroleum spills or leaks, on-site disposal of wastes, etc.) on the site.

#### Vacant and Underutilized Sites

The Dunkirk BOA includes eight target sites categorized as vacant and underutilized sites. Underutilized sites generally had buildings on them that were vacant, significantly underutilized or abandoned. Sites with no buildings on them, or designated as vacant on GIS databases, were labeled as vacant. The eight target sites identified as vacant and underutilized include:

- Site No. 1 – Waterfront Block (vacant)
- Site No. 3 – Masonic Temple (vacant)
- Site No. 4 – County Parking Lot (vacant)
- Site No. 7 – Mulholland Block (underutilized)
- Site No. 9 – Main Street West Corner (underutilized)
- Site No. 10 – Main Street East Corner (underutilized)
- Site No. 11 – Main Street North Corner (vacant)
- Site No. 12 – Woodlands (vacant)

Site Name	Current Assessment/Investigation Status	Phase I ESA Recommended (Y/N)	Notes
Site No. 1 – Waterfront Block	No known environmental assessment and/or investigations	Y	Vacant/Underutilized
Site No. 2 – Stefans Block	Remedial activities that included the removal of the USTs and contaminated soil coupled with in-situ and groundwater removal were conducted during the mid-2000s.	N	Subsequent investigations determined that contaminated groundwater and subsurface soils remain at the site. The site was closed and made inactive by the NYSDEC in 2011 and no further action was requested; however, based on the presence of remaining contamination, additional remedial efforts may be required at the site depending on future redevelopment activities
Site No. 3 – Masonic Temple	No known environmental assessment and/or investigations	Y	Vacant/Underutilized
Site No. 4 – County Parking Lot	No known environmental assessment and/or investigations	Y	Vacant/Underutilized
Site No. 5 – Central Avenue Terminus Block	No known environmental assessment and/or investigations	Y	Current and historical operations of a gasoline filling station on this site indicates the potential for subsurface petroleum contamination
Site No. 6 – Faith Baptist Church Block	Between 1994 and 2007 a series of UST removals coupled with the removal and off-site disposal of more than 4,400 tons of petroleum contaminated soils was conducted on the south central parcel. Post excavation sampling following the 2007 removal activities indicated that low-level contamination remains in the subsurface.	N	While the NYSDEC is not currently requiring any further remedial actions at this site, impacted soils encountered during potential redevelopment activities will likely have to be excavated and removed from the site.
Site No. 7 – Mulholland Block	A Phase II Investigation of this site was conducted in 2012 which identified significant polycyclic aromatic hydrocarbons and metals impacts to site subsurface soils.	N	The environmental impacts on this site are attributable to the historical industrial use of the site as a manufacturing facility.
Site No. 8 – Sam Family Farm	Two gasoline USTs were removed from the eastern side of the site along with contaminated soils; however slight contamination still	N	Ground intrusive activities associated with potential site redevelopment could encounter contaminated

	remains. The NYSDEC closed the site and listed it as inactive.		soils that will have to be managed appropriately.
Site No. 9 – Main Street West Corner	No known environmental assessment and/or investigations	Y	Vacant/Underutilized
Site No. 10 – Main Street East Corner	No known environmental assessment and/or investigations	Y	Vacant/Underutilized
Site No. 11 – Main Street North Corner	No known environmental assessment and/or investigations	Y	Vacant/Underutilized
Site No. 12 – Woodlands	No known environmental assessment and/or investigations	Y	Vacant/Underutilized
Site No. 13 – Former Roblin Steel	As a whole this target site is comprised of three individual NYSDEC brownfield sites that include the former Roblin Site (NYSDEC Site No. B00173); the former Alumax Extrusions facility (NYSDEC Site No. V00589) to the south and to the west the Edgewood Warehouse site (NYSDEC Site No. E907032).	N	All three sites have undergone extensive remedial investigations and the Roblin and Alumax sites have undergone varying degrees of remedial actions. To date no remedial actions have been conducted on the Edgewood Warehouse site
Site No. 14 – Former AL-Tech	Prior environmental investigations have identified chromium, lead, chlorinated solvents and polychlorinated biphenyls (PCBs) in site soils and/or groundwater.	N	While remedial actions have been conducted on portions of the AL-Tech site west of the target site, no remedial activities have been conducted on the target site parcels.
Site No. 15 – NRG	No known environmental assessment and/or investigations	Y	Based the industrial use of the site for almost 70 years; the storage, generation and use of petroleum products, and hazardous chemicals; and known spills/releases it is highly likely that these uses/activities to have had environmental impacts (i.e. chemical/petroleum spills or leaks, on-site disposal of wastes, etc.) on the site.

## Site No. 1 – Waterfront Block

Waterfront Block							
Parcel ID	TAX ID	PARCEL ADDRESS	LISTED OWNER	PARCEL USE	ZONE	TOTAL ASSESSED VALUE	PARCEL AREA (Acre)
1	79.11-1-11	66 Lake Shore Dr E Dunkirk Chautauqua	City Of Dunkirk	Vacant	C-1	\$ 18,000.00	0.24
2	79.11-1-12	68 Lake Shore Dr E Dunkirk Chautauqua	City Of Dunkirk	Vacant	C-1	\$ 30,000.00	0.41
3	79.11-1-13	70 Lake Shore Dr E Dunkirk Chautauqua	City Of Dunkirk	Vacant	C-1	\$ 35,000.00	0.48
4	79.11-1-14	15 N Deer St Dunkirk Chautauqua	City Of Dunkirk	Vacant	C-1	\$ 52,000.00	0.27
5	79.11-1-17	76 Lake Shore Dr E Dunkirk Chautauqua	City Of Dunkirk	Vacant	C-1	\$ 4,000.00	0.14
6	79.11-1-15	N Deer St Dunkirk Chautauqua	City Of Dunkirk	Vacant	C-1	\$ 4,900.00	0.05
7	79.11-1-16	5 N Deer St Dunkirk Chautauqua	City Of Dunkirk	Vacant	C-1	\$ 14,400.00	0.14
8	79.11-1-18	80 Lake Shore Dr E Dunkirk Chautauqua	City Of Dunkirk	Vacant	C-1	\$ 9,000.00	0.11
						<b>\$ 167,300.00</b>	<b>1.85</b>

## Site No. 3 – Masonic Temple

Former Masonic Temple							
Parcel ID	TAX ID	PARCEL PHYSICAL ADDRESS	LISTED OWNER	PARCEL USE	ZONE	TOTAL ASSESSED VALUE	PARCEL AREA (Acre)
1	79.14-6-39	323-325 Central Ave Dunkirk Chautauqua	323-325 Central Ave, LLC	Vacant Land in Commercial Area	CBD	\$ 11,100.00	0.32
2	79.14-6-40	335-339 Central Ave Dunkirk Chautauqua	G H Graf Realty Corp	Downtown ROW	CBD	\$ 9,500.00	0.33
						<b>\$ 20,600.00</b>	<b>0.65</b>

## Site No. 4 – County Parking Lot

County Parking Lot							
Parcel ID	TAX ID	PARCEL PHYSICAL ADDRESS	LISTED OWNER	PARCEL USE	ZONE	TOTAL ASSESSED VALUE	PARCEL AREA (Acre)
1	79.14-6-12	9 W Third St Dunkirk Chautauqua	City Of Dunkirk	Parking Lot	CBD	\$ 4,200.00	0.05
2	79.14-6-13	7 W Third St Dunkirk Chautauqua	City Of Dunkirk	Parking Lot	CBD	\$ 3,700.00	0.05
3	79.14-6-16	301 Central Ave Dunkirk Chautauqua	City Of Dunkirk	Parking Lot	CBD	\$ 3,000.00	0.05
4	79.14-6-15	305 Central Ave Dunkirk Chautauqua	City Of Dunkirk	Parking Lot	CBD	\$ 5,400.00	0.08
5	79.14-6-14	307 Central Ave Dunkirk Chautauqua	City Of Dunkirk	Parking Lot	CBD	\$ 3,600.00	0.06
6	79.14-6-35	309 Central Ave Dunkirk Chautauqua	City Of Dunkirk	Parking Lot	CBD	\$ 6,100.00	0.10
7	79.14-6-36	311 Central Ave Dunkirk Chautauqua	City Of Dunkirk	Parking Lot	CBD	\$ 5,100.00	0.08
8	79.14-6-37	313-317 Central Ave Dunkirk Chautauqua	City Of Dunkirk	Parking Lot	CBD	\$ 4,300.00	0.06
						<b>\$ 35,400.00</b>	<b>0.53</b>

## Site No. 7 – Mulholland Block

Mulholland Block							
Parcel ID	TAX ID	PARCEL PHYSICAL ADDRESS	LISTED OWNER	PARCEL USE	ZONE	TOTAL ASSESSED VALUE	PARCEL AREA (Acre)
1	79.57-1-81	208-214 Washington Ave Dunkirk Chautauqua	Washington Ave Revitalization Company LLC	Downtown Row Type	C-1	\$ 16,600.00	0.26
2	79.57-1-79	220 Washington Ave Dunkirk Chautauqua	Phillip Paradis	Downtown Row Type	C-1	\$ 40,000.00	0.46
3	79.57-1-75	215 Park Ave Dunkirk Chautauqua	City of Dunkirk Housing Ath	Parking Lot	C-1	\$ 7,400.00	0.27
4	79.57-1-80	Park Ave Rear Dunkirk Chautauqua	City of Dunkirk Housing Ath	Vacant Land Located in Commercial Area	C-1	\$ 100.00	0.02
5 & 6	79.57-1-73	E Second St Dunkirk Chautauqua	City of Dunkirk Housing Ath	Vacant Land Located in Commercial Area	C-1	\$ 2,300.00	0.24
7	79.57-1-2	E Second St Dunkirk Chautauqua	City of Dunkirk Housing Ath	Residential Vacant Land	C-1	\$ 100.00	0.06
8	79.57-1-70	E Second St Dunkirk Chautauqua	City of Dunkirk Housing Ath	Vacant Land Located in Commercial Area	C-1	\$ 100.00	0.03
9	79.57-1-69	E Second St Dunkirk Chautauqua	City of Dunkirk Housing Ath	Vacant Land Located in Commercial Area	C-1	\$ 100.00	0.01
10	79.57-1-71	207 Park Ave Dunkirk Chautauqua	City of Dunkirk Housing Auth	Residential Vacant Land	C-1	\$ 1,200.00	0.05
11	79.57-1-72	Park Ave Dunkirk Chautauqua	City of Dunkirk Housing Auth	Residential Vacant Land	C-1	\$ 2,300.00	0.10
12	79.57-1-74	211 Park Ave Dunkirk Chautauqua	City of Dunkirk Housing Auth	Vacant Land Located in Commercial Area	C-1	\$ 1,000.00	0.06
						\$ 71,200.00	1.57

## Site No. 9 – Main Street West Corner

Main Street Corner West							
Parcel ID	TAX ID	PARCEL PHYSICAL ADDRESS	LISTED OWNER	PARCEL USE	ZONE	TOTAL ASSESSED VALUE	PARCEL AREA (Acre)
1	79.11-1-54	Lake Shore Dr E Dunkirk Chautauqua	Lawrence F Spacciapolli	Vacant Land Located in Commercial Area	C-1	\$ 14,800.00	0.23
2	79.11-1-39	103 Lake Shore Dr E Dunkirk Chautauqua	Lawrence Spacciapolli	Vacant Land Located in Commercial Area	C-1	\$ 3,400.00	0.05
3	79.11-1-40	105-107 Lake Shore Dr E Dunkirk Chautauqua	Lawrence Spacciapolli	Auto body, Tire Shops Other Related Auto Sales	C-1	\$ 38,000.00	0.16
4	79.11-1-53	Leopard St Dunkirk Chautauqua	Dunkirk Local Devel Corp	Residential Vacant Land with a Small Improvement	C-1	\$ 5,200.00	0.04
5	79.11-1-41	109 Main St Dunkirk Chautauqua	Dunkirk Local Devel Corp	Residential Vacant Land	C-1	\$ 1,500.00	0.07
6	79.11-1-42	111 Main St Dunkirk Chautauqua		One Family Year- Round Residence	C-1	\$ 16,000.00	0.11
7	79.11-1-52	Leopard St Dunkirk Chautauqua		Residential Vacant Land	C-1	\$ 1,200.00	0.04
8	79.11-1-43	113 Main St Dunkirk Chautauqua		Two Family Year-Round Residence	C-1	\$ 27,000.00	0.08
9	79.11-1-51	Leopard St Dunkirk Chautauqua		Residential Vacant Land	C-1	\$ 1,300.00	0.05
10	79.11-1-44	115 Main St Dunkirk Chautauqua	Gregory M Sek	Residential Vacant Land	C-1	\$ 1,100.00	0.04
11	79.11-1-50	Leopard St Dunkirk Chautauqua	James G Sullivan	Residential Vacant Land	C-1	\$ 2,300.00	0.08
12	79.11-1-45	117 Main St Dunkirk Chautauqua	Gregory M Sek	Residential Vacant Land	C-1	\$ 1,500.00	0.07
13	79.11-1-49	72 E Second St Dunkirk Chautauqua	James G Sullivan	Residential Vacant Land	C-1	\$ 1,200.00	0.04
14	79.11-1-48	74 E Second St Dunkirk Chautauqua	Rivera Catalina	Residential Vacant Land	C-1	\$ 1,200.00	0.04
						\$ 115,700.00	1.12



## Site No. 10 – Main Street East Corner

Main Street Corner East							
Parcel ID	TAX ID	PARCEL PHYSICAL ADDRESS	LISTED OWNER	PARCEL USE	ZONE	TOTAL ASSESSED VALUE	PARCEL AREA (Acre)
1	79.11-7-1	102 Main St Dunkirk Chautauqua	City of Dunkirk	Vacant Land Located in Commercial Area	R-1	\$ 1,900.00	0.04
2	79.11-7-2	115 Lake Shore Dr E Dunkirk Chautauqua	Jose A Gonzalez	Two Family Year- Round Residence	R-1	\$ 25,000.00	0.04
3	79.11-7-3	117 Lake Shore Dr E Dunkirk Chautauqua	Flora Gates	Two Family Year- Round Residence	R-1	\$ 23,500.00	0.07
4	79.11-7-4	121 Lake Shore Dr E Dunkirk Chautauqua	Renee S Santiago	Parking Lot	R-1	\$ 10,000.00	0.14
5	79.11-7-5	123 Lake Shore Dr E Dunkirk Chautauqua	Renee S Santiago	One Story Small Structure	R-1	\$ 55,000.00	0.09
6	79.11-7-7	127 Lake Shore Dr E Dunkirk Chautauqua	City Of Dunkirk	Residential Vacant Land	R-1	\$ 4,200.00	0.04
7	79.11-7-56	104 Main St Dunkirk Chautauqua	City Of Dunkirk	Residential Vacant Land	R-1	\$ 1,200.00	0.04
8	79.11-7-55	106 Main St Dunkirk Chautauqua	City Of Dunkirk	Residential Vacant Land	R-1	\$ 1,200.00	0.05
9	79.11-7-6	107 S Beaver St Dunkirk Chautauqua	Aurea Silva	One Family Year- Round Residence	R-1	\$ 21,500.00	0.05
10	79.11-7-54	108 Main St Dunkirk Chautauqua	City Of Dunkirk	Residential Vacant Land	R-1	\$ 1,500.00	0.07
11	79.11-7-43	109 S Beaver St Dunkirk Chautauqua	Le Roy Thomas	One Family Year- Round Residence	R-1	\$ 18,500.00	0.07
12	79.11-7-53	110 Main St Dunkirk Chautauqua	City Of Dunkirk	Residential Vacant Land	R-1	\$ 3,000.00	0.07
13	79.11-7-44	S Beaver St Dunkirk Chautauqua	City Of Dunkirk	Residential Vacant Land	R-1	\$ 1,500.00	0.07
14	79.11-7-52	112 Main St Dunkirk Chautauqua	City Of Dunkirk	Residential Vacant Land	R-1	\$ 3,200.00	0.07
15	79.11-7-45	113 S Beaver St Dunkirk Chautauqua	William Green	Residential Vacant Land	R-1	\$ 1,500.00	0.07
16	79.11-7-51	116-120 Main St Dunkirk Chautauqua	City Of Dunkirk	Residential Vacant Land	R-1	\$ 10,600.00	0.23
17	79.11-7-50	122 Main St Dunkirk Chautauqua	Irene M Bebak	Vacant Land Located in Commercial Area	R-1	\$ 5,400.00	0.10
						<b>\$ 188,700.00</b>	<b>1.31</b>

## Site No. 11 – Main Street North Corner

Main Street Corner North							
Parcel ID	TAX ID	PARCEL PHYSICAL ADDRESS	LISTED OWNER	PARCEL USE	ZONE	TOTAL ASSESSED VALUE	PARCEL AREA (Acre)
1	79.11-2-57	114 Lake Shore Dr E Dunkirk Chautauqua	City Of Dunkirk	Vacant Land Located in Commercial Areas	R-1	\$ 2,300.00	0.07
2	79.11-2-56	116 Lake Shore Dr E Dunkirk Chautauqua	Steven St George	Residential Vacant Land	R-1	\$ 1,700.00	0.07
3	79.11-2-55	120 Lake Shore Dr E Dunkirk Chautauqua	Steven St George	Residential Vacant Land	R-1	\$ 2,600.00	0.12
4	79.11-2-58	8 N Main St Dunkirk Chautauqua	City of Dunkirk Housing Auth	Residential Vacant Land	R-1	\$ 1,700.00	0.09
						<b>\$ 8,300.00</b>	<b>0.35</b>

**Site No. 12 – Woodlands**

Woodlands							
Parcel ID	TAX ID	PARCEL PHYSICAL ADDRESS	LISTED OWNER	PARCEL USE	ZONE	TOTAL ASSESSED VALUE	PARCEL AREA (Acre)
1	62.04-1-51	N Wright Park Dunkirk Chautauqua	City Of Dunkirk	Picnic Grounds	O-S	\$ 8,700,000.00	28.99
2	62.04-1-14	Lake Shore Dr E Dunkirk Chautauqua	City Of Dunkirk	Vacant Land Located in Commercial Areas	O-S	\$ 181,400.00	14.79
3	62.04-1-3	468 Lake Shore Dr E Dunkirk Chautauqua	Frederick J Gregory	One Family Year Round Residence	R-1	\$ 86,000.00	32.85
4	62.04-1-2	Lake Shore Dr E Dunkirk Chautauqua	Kenneth J Koprowski	Residential Vacant Land	R-1	\$ 14,600.00	13.29
5	62.04-1-1	Lake Shore Dr E Dunkirk Chautauqua	Matthew K Bromberg	Residential Vacant Land	R-1	\$ 12,000.00	7.03
						<b>\$ 8,994,000.00</b>	<b>96.94</b>

majority

### Historic and Archeologically Significant Areas

The northeastern portion of the BOA (i.e. Site No. 12) is located within an archeologically sensitive area as mapped by the New York State Historic Preservation Office and as shown on **Figure 8**. The BOA contains one property that is listed on the National Register of Historic Places, the US Postal Service building located at 410 Central Avenue. Three properties located along Central Avenue within the historic overlay district are listed as eligible for the New York State Register of Historic Places. None of the listed or eligible properties are located within or adjacent to the target sites.

### Natural Resources and Environmental Features

The natural features in a community influence where growth can and should take place. It is important to evaluate these features as part of land use planning to ensure that these assets are protected and preserved. The majority of the BOA is urbanized, characterized by dense residential, commercial, industrial and institutional development. Natural resources and environmental features within the BOA are limited. This is likely due to the fact that the

BOA has been developed for well over 100 years.

To provide a more detailed understanding of the environmental features characterizing the BOA, the following natural resources are discussed in this section:

- Topography;
- Geology;
- Soils;
- Erosion hazard areas;
- Surface Waters, Wetlands and Floodplains;
- Groundwater Resources; and
- Threatened and Endangered Species.

#### Topography

The topographic area in which the BOA is located is comprised of the Lake Erie plain. Elevations within the BOA range from approximately 645 feet above mean sea level (MSL) at the former Al tech Specialty Steel plant to 575 feet MSL at the Lake Erie shoreline. As can be seen in **Figure 9**, the topography across the BOA has little variation, with a gradual drop of 70 feet from south to north. Slopes at the Lake Erie shoreline vary widely throughout the BOA with the relief ranging from 620 feet in the northeastern portion to 570 feet within the northwestern portion. The largest non-natural topographic

feature within the BOA is the embankment for the elevated rail line that traverses the BOA east/west between 2<sup>nd</sup> and 3<sup>rd</sup> Streets.

Considering the relatively flat nature of the BOA, topography is not anticipated to be a constraint to new development.

### Geology

The surface geology and bedrock geology for the BOA was evaluated using the Surficial Geologic Map of New York along with the Geologic Map of New York – the Niagara Sheets, produced by the New York Museum.

The surficial geology unit underlying the entire City of Dunkirk is comprised of lacustrine silt and clay that are generally composed of laminated silt and clay, deposited in proglacial lakes. Lacustrine silt and clay contains calcareous soil, with low permeability, resulting in the potential for land instability.

According to New York State Museum Bedrock Geology mapping, two bedrock formations are located within the BOA. The majority of the BOA is mapped as Dunkirk shales, part of the Canadaway group. A very small portion within the northeastern most portions and along the Lake Erie shoreline is comprised of Hanover shale from the Java Group.

### Soils

The *U.S. Department of Agriculture's Soil Conservation Service* indicates that the uppermost overburden layer within the BOA is comprised of seven separate soil units.

However, approximately 89 percent of the BOA comprises three soil series, including:

- *Niagara silt loam* – This series covers approximately 52 percent of the BOA and is located throughout the entire BOA. This unit occurs in areas with both 0-3% slopes and 3-8% slopes.

This majority of this soil unit is nearly level, and all is very deep and somewhat poorly drained. It occurs mainly in low areas on lake plains and to a lesser extent on broad flats in larger valleys.

- *Urban Land* – Urban lands are those areas in which 85 percent or more of the soil surface is covered with asphalt, concrete or other impervious material (e.g., parking lots, shopping centers, and industrial parks). Careful onsite investigation is necessary to determine the suitability of these areas for any proposed use. These lands encompass almost 22 percent of the BOA and is found within the central portion of the BOA between Eagle Street and North Roberts Road to the west and east respectively, north of 4<sup>th</sup> Street.
- *Udorthents, landfill* – These nearly level to steep, loamy soils are in areas of sanitary landfills that have been reworked by earth moving and grading equipment. Commonly, the trash and other refuse in these areas is partly covered or mixed with the loamy soil material. Also included within this soil unit are areas that have been cut and filled. Generally, these areas are filled with soil material, rock and debris from other sites and are then leveled. While this unit accounts for approximately 15 percent of the BOA it is limited to the former Al-Tech Specialty Steel site. While this site was not specifically operated as a sanitary landfill, historical operations that included the manufacturing of iron and steel as well as foundry operations



resulted in the documented presence of on-site disposal and fill areas.

The remaining soil series are scattered throughout the BOA and include Canadaigua silt loam (5 percent), Minoa fine sandy loam (5 percent), and Raynham silt loam (0.1 percent). Proposed development activities should review the Chautauqua County Soil Survey for more information regarding the properties of these soils.

#### Erosion Hazard Areas

The northern boundary of the City and the BOA abuts Lake Erie and the Dunkirk Harbor. Coastal erosion is a natural phenomenon, an endless sediment building process that affects beaches, dunes and bluffs. Natural causes of erosion include waves, currents, tides, wind-driven water, ice, rainwater runoff and groundwater seepage. Human causes of erosion include construction, shipping and boating. Natural events are the leading contributors to coastal and creek erosion, however human activities can intensify the erosion process.

Coastal erosion's threat to life and property can be minimized by regulation of land use, development, new construction or placement of structures, and by controlling construction of coastal erosion protection structures in coastal areas designated as coastal erosion hazard areas. The NYSDEC has two programs focused on the protection of coastal erosion: Coastal Erosion Hazard Area (CEHA) permit program and the United States Army Corps of Engineers (USACE) Civil Works Program. The CEHA program regulates and issues permits for activities within a coastal erosion hazard area. The NYSDEC works with USACE to study coastal erosion problems along coastlines and to develop coastal erosion solutions. Regulated activities are defined by NYSDEC as

“the construction, modification, restoration or placement of a structure, or major addition to a structure, or any action or use of land which materially alters the condition of land, including grading, excavating, dumping, mining, dredging, filling or other disturbance of soil.”

Coastal erosion hazard areas are prone to coastal erosion and have been identified and mapped. The Coastal Erosion Hazard Area (CEHA) maps delineate the boundaries of erosion hazard areas that are subject to regulation 6 NYCRR Part 505. CEHA mapping for the City of Dunkirk was obtained from the NYSDEC. This map indicates the presence of Natural Protective Features at Point Gratiot and Wrights Point within the City. An identified shoreline hazard area at a rate of 1-foot per year was noted along the Lake Erie shoreline between Seval Street and Wright Park Drive.

According to the June 2015 Northern Chautauqua County Local Waterfront Revitalization Program report, which is still in Draft form, there are several areas within the City experiencing erosion. A structural hazard area exists at Wright Park Beach, where the rate of erosion has been calculated at one foot per year. The U.S. Army Corps of Engineers has redesigned the breakwall along this entire stretch of waterfront with the aim of protecting the treatment plant and its access road and addressing deficiencies at the marina. The City is seeking further assistance from the federal government to correct these ongoing erosion problems.

The residential development at the mouth of Canadaway Creek at Point Gratiot is an area of concern experiencing erosion. In the area between Point Gratiot Park and the west City line, the natural protective feature area boundary extends 100-150 feet inland.

### Surface Waters, Wetlands and Floodplains

The most notable natural resource is the Dunkirk Harbor that is situated on Lake Erie, and bounds the City to the north. The surface water bodies located within the BOA include Crooked Brook, Crooked Brook and Hyde Creek and two unnamed tributaries to Lake Erie. The unnamed tributary to Crooked Brook is a perennial stream that flows northwest across the southwestern corner of the former AL Tech Specialty Steel site and discharges to Crooked Brook approximately 0.75 mile northwest of the AL Tech site. The stream has been known to overflow onto Brigham Road. Crooked Brook is located approximately 0.1 mile east of the AL Tech site. Crooked Brook is a Class C stream that flows northwest and discharges to Lake Erie approximately one mile northwest of the AL Tech site. Hyde Creek is a Class C stream. Hyde Creek is located approximately 100 feet from the northeast corner of the former Roblin Steel site where it flows in a northwesterly direction towards Middle Road and a City storm sewer. These water bodies are depicted on the Natural Resources Map Surface Water.

Wetlands, defined in terms of their physical geography, are those areas located at the interface between terrestrial and aquatic ecosystems and comprise a wide range of hydrologic and vegetative conditions. To identify the possible presence of wetlands within the study area, data from the NYSDEC and U.S. Fish & Wildlife Service (USFWS) were evaluated. Note that the NYSDEC only identifies and regulates wetlands that are greater than 12.4 acres (as well as its associated 100-foot buffer from the delineated wetlands edge), while the USFWS maps all wetland areas through the National Wetlands Inventory (NWI), regardless of size and regulatory status. There are no NYSDEC

regulated wetland areas in the BOA, however; there are two federal wetlands within the BOA. These wetlands are located in the northeast corner of the City, north of the intersection of Otter Street and Lake Shore Drive and collectively occupy approximately 22.5 acres and consist of freshwater forested/shrub wetlands.

The flood potential within the BOA is very low except near stream mouths and the Lake Erie coastline. The results of these occurrences range from minor inconveniences to the potential loss of homes and businesses. In some cases, the threat of flooding or erosion prevents development; in other cases, flooding and erosion pose the danger of substantial damage to existing uses. The City of Dunkirk is classified as Zone A3 along the Lake Erie shoreline with elevations of 578 feet. The majority of the land surrounding Zone A3 and within the BOA is classified as Zone C. Crooked Brook's Creek flows through the southwest portion of the BOA through the former Al tech site and is classified as A5 and A7 with elevations ranging from 587 feet to 638 feet. As the creek flows towards Lake Erie, the classification transitions to Zone A2 with elevations ranging from 578 feet to 594 feet.

### Groundwater Resources

About one quarter of New Yorkers rely on groundwater as a source of potable water. In order to enhance regulatory protection in areas where groundwater resources are most productive and most vulnerable, the Department of Health, in 1980, identified twenty-one Primary Water Supply Aquifers (usually referred to simply as Primary Aquifers) across the state excluding Long Island aquifers. Primary aquifers are defined by the NYSDEC as "highly productive aquifers presently utilized as sources of water supply

by major municipal water supply systems". Principal Aquifers are the other major aquifer category identified by the NYSDEC. These are "aquifers known to be highly productive or whose geology suggests abundant potential water supply, but which are not intensively used as sources of water supply by major municipal systems at the present time". The review of NYSDEC mapping of Primary and Principal Aquifers within the region did not identify either type of aquifer to underlie the City of Dunkirk.

### Threatened and Endangered Species

According to the NYSDEC Environmental Resource Mapper, state-listed threatened or endangered species and significant natural communities within the BOA are limited to areas west of Brigham Road in the City of Dunkirk. The NYSDEC Environmental Resource Mapper depicts the potential for state-listed threatened or endangered species and significant natural communities to occur within the Point Gratiot portion of the City. Additionally, the New York Natural Heritage Program (NYNHP) was contacted to provide a summary of potential presence of endangered, threatened species, or otherwise protected species, and significant habitats that may exist within the BOA and adjoining areas. The NYNHP provides information as to the potential locations of rare or listed species or significant natural communities. Based on the NYNHP response dated January 23, 2017, the following rare plants, rare animals, and significant natural communities were documented in the vicinity of the BOA:

- Small's Knotweed (*Polygonum aviculare* ssp. *buxiforme*) – Endangered Species (NYS); The plants grow in a small area of stabilized sand along the Lake Erie shoreline near

Point Gratiot, at a sand-gravel beach used as a public swimming area, altered by bulldozing and a seawall.

- Bushy Cinquefoil (*Potentilla paradoxa*) – Endangered Species (NYS); This species was identified at Point Gratiot at a sand beach used as a public swimming area, and an inaccessible shale shoreline outcrop. The outcrop appears to exfoliate under light pressure. The cliffs sometimes reach 30 feet in height. Vegetation is sparse due to severe growing conditions. There is continuous water seepage near crevices of the outcrop facing Lake Erie where the plants grow.
- Red-headed Woodpecker (*Melanerpes erythrocephalus*) is a NYS Species of Special Concern. The woodpeckers were found in a wooded portion of a Point Gratiot park with trails. Birds are likely nesting in an area with dead sycamores.
- Point Gratiot Sand Beach is identified as a significant natural community with a high-quality occurrence of uncommon community type. This is a narrow beach that is somewhat disturbed, but very diverse.

The United States Fish and Wildlife Service (USFWS) Information, Planning and Conservation (IPaC) System of listed and proposed federally threatened and endangered species was reviewed for species that may exist within the BOA and vicinity. Based on this review the Northern Long Eared Bat (*Myotis septentrionalis*) could be located within the vicinity of the BOA. The Northern Long-Eared (NLE) bat, whose range encompasses all of New York State, is listed as a threatened species on the USFWS Endangered Species List. The removal of



trees and snags 3" dbh and greater is considered to have a potential adverse effect on the NLE bat. The risk of adverse effects is substantially reduced if the trees are cut during the winter when the bats are expected to have migrated to winter hibernation roosts in more sheltered areas. Future redevelopment initiatives within the BOA will need to take into consideration the potential presence of threatened and endangered species so that project are planned in a way to minimize significant impacts to the maximum extent practicable.

## Transportation Systems

The City of Dunkirk Brownfield Opportunity Area (BOA) has a comprehensive transportation infrastructure in place, including vehicular, rail lines, and navigable water ways as illustrated on **Figure 10**.

### Vehicular

The main vehicular access points to the BOA include Lake Shore Drive (NYS Route 5) and Interstate 90 through NYS Route 60 (Bennett Road, Lamphere Street, Maple Avenue and Main Street). The roadway system within the BOA consists of two-lane roadways with an existing Average Annual Daily Traffic (AADT) ranging from 10,365 to 1,365 vehicles per day. The table below presents the traffic numbers, number of lanes and classification for the key roadways within the BOA.

ROUTE	SECTION	AADT (YEAR)	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION
Lake shore Dr. NY-5	Dunkirk City Limits to Central Ave	8,120 (2014)	2	Minor Arterial
Lake shore Dr. NY-5	Central Ave to Rt. 60	10,526 (2015)	2	Minor Arterial
Lake shore Dr. NY-5	Rt. 60 to Dunkirk City Limits	8,039 (2014)	2	Principal Arterial
E. Lake Rd	Dunkirk City Limits to Central & Howard St.	3,813 (2015)	2	Principal Arterial
Central Ave	Sixth Street to Lake Shore Dr.	6,484 (2015)	2	Minor Arterial
Central Ave	Lafayette Ave to Howard Ave	6,933 (2015)	2	Minor Arterial
Main St (NY-60)	Dunkirk City Limits to Rt. 5	8,700 (2013)	2	Principal Arterial
Roberts Rd	Talcott St to Rt. 5	3,900 (2013)	2	Minor Arterial
Roberts Rd	Dunkirk City Limits to Talcott St	3,538 (2015)	2	Minor Arterial
Middle Rd	Lake Shore Dr. to Warsaw St	1,365 (2015)	2	Minor Arterial
Brigham Rd	Dunkirk City Limits to Veterans Dr.	4,326 (2013)	2	Major Collector

\*-With Center Two-Way Left Turn Lane

ROUTE	ON STREET PARKING	SIDEWALKS	BIKE LANES
Lake Shore Drive (NY-5)	Varies Throughout Limits	Both Sides	Central Avenue to Main Street (Both Sides)
Central Avenue	Both Sides	Both Sides	No Dedicated Lanes
Main Street (NY-60)	Both Sides	Both Sides	No Dedicated Lanes
Roberts Road	Both Sides	Both Sides	No Dedicated Lanes
Middle Road	Both Sides	Both Sides (Incomplete)	No Dedicated Lanes
Brigham Road	Varies Throughout Limits	Both Sides (Incomplete)	No Dedicated Lanes

With the exceptions of a few narrow sections of roadway, on-street parking is available throughout the BOA.

#### Public Transportation

Public transportation is available within the BOA. Chautauqua Area Regional Transit Systems (CARTS) has two bus routes (Green Line & Red Line) that provide public transportation services to the area. Bus services are available Monday through Friday. CARTS also provides Dial-A-Ride public transportation for the elderly and people with disabilities. The routes are shown on Figure 10 (Transportation Systems Map).

#### Non-Vehicular

Sidewalks are available throughout the BOA; however, there are none available along minor segments of Middle Road and Brigham Road. Dedicated bike lanes exist only on Lake

Shore Drive from Central Avenue to Main Street. The remaining streets within the BOA can accommodate bicycle traffic without dedicated lanes. The table below summarizes the availability of on-street parking, sidewalks and dedicated bike lanes within the BOA.

#### Rail

Both CSX Railroad and Norfolk & Western Railroad have mainline facilities within the BOA. Passenger rail service is available at Amtrak stations located in Buffalo, NY or Erie PA.

#### Navigable Water Ways

The City of Dunkirk's Inner and Middle Harbors located on Chadwick bay host several marinas and dock sites, serving recreational vessels. The Dunkirk City Pier provides a public boat launch and one day tie up area.

## Infrastructure and Utilities

Due to Dunkirk's urban nature and history of industry the entire BOA has access to a suite of utilities as shown on **Figure 11** (i.e. gas, sewer, water, electric). Much of the city's infrastructure dates back to the 1960s or before, while this makes it aging it is not outside of the 100 year service lifespan.

### Water

A 24-inch water line under Lake Shore Drive, and a 16-inch line under Central Avenue can provide ample service to the study sites for new developments in the waterfront and Central Business District (CBD). The Roblin Steel site has access to a 24-inch water line under Roberts Street, Al-Teck is served by a 20-inch line under Brigham Road. While NRG has its own water intake as well as an 8-inch and a 4-inch municipal line. The City is located on Lake Erie where it draws its fresh water from for its supply of ample potable water.

### Sanitary Sewer

A 24-inch line runs under Central Avenue, and a 48-inch line runs under Lake Shore Drive, providing service to the target sites in the Waterfront and CBD. A 15-inch line under Talcott Street and 24-inch under South Roberts Road connect the Roblin Steel Site. Al-Tech has a 10-inch line under Lucas Avenue, a 10-inch line under Bataan Avenue and a 12-inch line under Willowbrook Avenue and an 18-inch line under Bridham Road, providing sewer availability on all four sides of the site. A 24-inch line traverses the NRG site southeast/northwest between North Point Drive and the Resource Center property located south of this site. The City's waste water treatment plant is located in the northeastern portion of the City adjacent to Wright's Park and the Woodlands target site.

### Storm Sewer

There are stormwater lines throughout the City which discharge to Chadwick Bay. While the storm system is not as extensive as the City's sanitary system, existing capacity is more than sufficient to support new development as this system was initially designed for a greater capacity than is currently utilized.

### Gas and Eclectic

As and urban and industrial area the City of Dunkirk has ample access to gas and electrical services. It should be noted that there are electrical transmission lines through the area connecting NRG to the National Grid transmission network.

### Telecommunications

Phone and cable data service is available throughout the City. There are also plans by Verizon to expand fiber optic service to the Dunkirk area.

### Parking

Several of the target sites contain available surface parking area. Also, on-street parking is widely available throughout the BOA.

### 3.3 Economic and Market Trends

#### Analysis and Key Findings

A comprehensive Market Analysis of the City of Dunkirk BOA Study Area ensures that market-based findings within the BOA are considered in conjunction with public infrastructure and private development recommendations. The full Economic and Market Trends Analysis can be found in **Appendix A**. The market analysis illustrates that redevelopment of properties within the BOA will require significant and sustained involvement from the City. Generally, what the Step II Nomination Plan has found is that impediments to redevelopment in the BOA have less to do with environmental contamination and more to do with changing demographic and socioeconomic conditions compounded by a steadily deteriorating, underutilized built environment. Summarized below are key findings as a result of the analysis presented thus far.

- Dunkirk was greatly impacted by the decline in manufacturing over the last 30 years and has felt the associated contraction of population.
- Dunkirk and Fredonia share an economic market for employment, housing and retail services. Their economic future is tied together by geography.
- There is a potential new housing market for young professionals and retirees with above median incomes.
- The existing housing stock is not likely suited to accommodate the preferences of potential new residents.
- Retail services are currently absorbed primarily by suburban plazas. There is leakage both out of Dunkirk into the suburbs and out of the Dunkirk/Fredonia area.
- New retail services may be able to recapture some of the leakage to better serve downtown residents without access to services. Further growth will be enabled by potential new residents.
- Although Manufacturing has seen a historical decline, it remains the largest employment industry and one of the categories of recent growth. As such, there may be opportunities to encourage further growth in small manufacturing businesses.
- Focusing investment in Dunkirk will require a plan, coordination and leadership. Starting with an investment in the waterfront, follow-on investment is possible in new residential and retail uses.
- A plan to revitalize the waterfront can attract tourists and investment, and put underutilized land back into productive use





## 4. The City of Dunkirk Chadwick Bay Village Master Plan

Over the next decade, the City of Dunkirk central business district and Chadwick Bay Village waterfront will be a collection of mixed-use waterfront activity including shops, restaurants, hotels, multi-family residential, and recreational uses where families of all ages and visitors alike can enjoy a walkable waterfront resource along the shores of Lake Erie.

The City of Dunkirk is dedicated to transforming the waterfront area into a “Chadwick Bay Village” destination concept - an area defined by renewed private investment and vast public infrastructure

improvements to support priority projects, including greater public access to the Lake Erie shoreline, captivating streetscape and active transportation amenities, environmental education enhancements, and community connectivity to foster partnerships, branding and community and regional awareness. Implementation of the City of Dunkirk Chadwick Bay Village Master Plan and other on-going City efforts will be routed in future public funding assistance accompanied by private investment, which the City has already started to see.

Revitalization of the City of Dunkirk waterfront area would initially start with a combination of streetscape enhancements and infrastructure improvements while an active private hotel development application moves forward with the City within the BOA. These projects at the outset of implementation for the BOA area would assist right away with discouraging

further deterioration and disinvestment in the BOA. Private investors will begin to see the financial commitments being made by the current hotel developer and the promise that comes with new waterfront development in Dunkirk and its proximity to the downtown, its affordability, its natural and scenic resources in a traditional urban neighborhood form, and the potential of transforming long-neglected vacant sites into new mixed-use assets.

To best foster implementation of the Chadwick Bay Master Plan, the City must think about how its waterfront and central business district properties are being used today and how it can more equitably put vacant and objectionable sites into better reuse to reflect the community's vision for the BOA area.

Several major projects in the Chadwick Bay Village waterfront area will be made possible through collaboration between private investors and the City of Dunkirk. The eventual reinvestment into the NRG Plant; the conversion of vacant lots into a mixed-use urban waterfront; the redevelopment of former industrial sites along Lake Shore Drive and Central Avenue into housing and mixed-use retail; and a deteriorated pier and central harbor plaza that will be rehabbed to reflect a renewed interest and focus on the waterfront including an enhanced band shell facility, public plaza, extended waterfront promenade and connectivity to Memorial Park, housing and shopping areas will be defining projects for the Chadwick Bay Village of the future for the City of Dunkirk.

The opening up of the Lake Erie waterfront for uses other than parking, heavy industry, and vacant sites will have transformative effects on the quality of life for Dunkirk residents and the local economy. The redevelopment of the Waterfront Block site from a vacant space

largely used for parking during busy boating and fishing seasons to a regional hospitality destination use that highlights the natural assets of the waterfront and provides culinary and wine tasting opportunities will serve to create jobs for Dunkirk residents, improve the perception of the area and encourage the establishment of nearby service businesses. The success of the Waterfront Block redevelopment will trigger other mixed use waterfront development projects such as the creation of connected public open space amenities to further Chadwick Bay Village in Dunkirk as a destination for residents and visitors alike. The enhancement of public open space along the waterfront and the connection to the waterfront promenade, the Seaway Trail and other local and regional facilities along the waterfront will attract visitors from far and wide.

Intensive investment and development along the Lake Shore Drive and Central Avenue corridors will act as gateways welcoming visitors into Dunkirk's Chadwick Bay Village waterfront area and Central Business District. Although bicyclists and pedestrians may at times now feel unsafe traveling along Lake Shore Drive, upgrades to operational and safety conditions in addition to other public infrastructure such as separated bike lanes and sidewalks, lighting, landscaping, and patios of restaurants and shops along its path will encourage visitors to take advantage of these services and explore the amenities the waterfront and downtown area can offer. These improvements will introduce a new kind of energy, visitor, and resident into Dunkirk's Chadwick Bay Village that are interested in an authentic waterfront neighborhood experience and whom choose to live in a walkable community. As demand for new development increases in the BOA, new

commercial and residential projects will result in the City of Dunkirk becoming a more desirable place to visit, work and live.

#### 4.1 Chadwick Bay Village

Consideration was given to the key priority development sites on **Figure 7** for the purposes of concentrating development activity in a manner which has the highest likelihood of promoting development in the City. Given the choice of inventory of the original BOA sites submitted to the State, as well as Dunkirk's prominent location along the shore of Lake Erie, the final 14 priority sites were selected and to the extent possible clustered in and around the waterfront area. The waterfront is linked to the Central Business District providing a connection between the waterfront and the City itself.

To add a dimension of attraction to the waterfront for both the public as well as prospective developers, a key recommendation is to create a Special District for the waterfront development area, allowing the waterfront community to distinguish itself from the greater Dunkirk area. For purposes of the Master Plan, the name "Chadwick Bay Village" has been suggested. The City, working with its Harbor Commission and City Council certainly reserves the right to distinguish the waterfront area with an alternative name, or none at all. Appropriate signage, visible street beautification elements along Lake Shore Drive (between Main and Mullet Streets) such as trees, decorative lighting, sidewalks and traffic medians will serve to give the Chadwick Bay Village an uplifting image thus maximizing the potential for future development within the designated lakefront area. Design guidelines for the

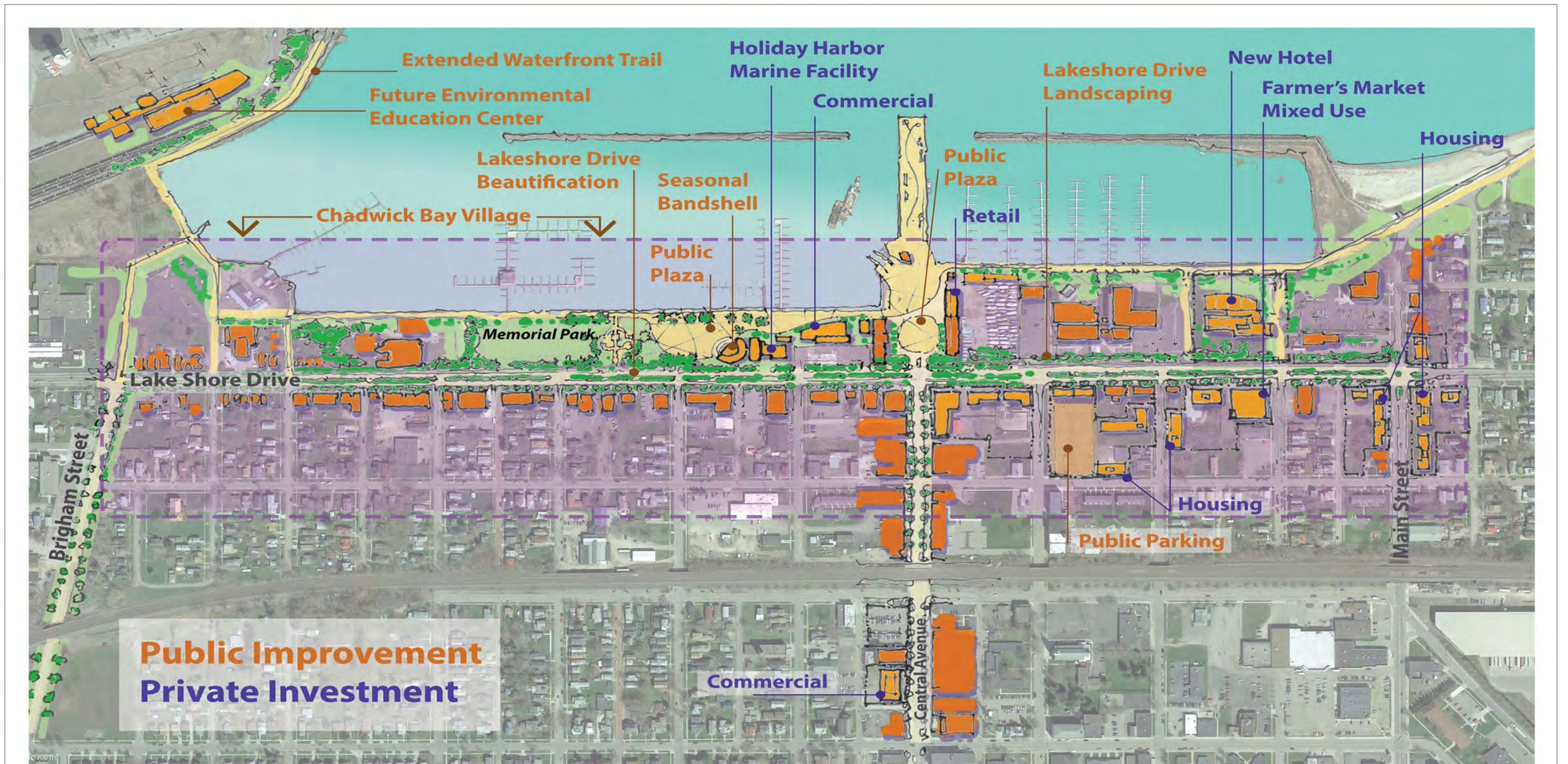
Village are suggested for purposes of maintaining view corridors of Lake Erie for motorist and pedestrians using building setbacks, glass wall construction and related techniques to minimize view obstructions.

Interviews with key designated site property owners were conducted by both phone as well as in-person interviews. The City, including the Dunkirk Housing Authority represent a significant amount of property ownership amongst the sites. On the whole, owners of the various sites examined expressed an interest in seeing their properties developed. Interested parties on several of the key sites have since the commencement of this study announced potential development attesting to the viability and importance of the Chadwick Bay Village waterfront for Dunkirk's development future. Such plans include development of a new Marina boat storage facility for visiting boaters, an expanded "Rookies" bar and restaurant together with bowling facility at the intersection of Central and Lake Shore, a potential hotel development on City owned land adjacent to the existing Clarion Hotel, as well as significant new, staged housing development along the waterfront which will be leased at market rate levels. Such proposed developments in addition to the announced plans for Athenex to establish a plant adjacent to Chadwick Bay Village bode well for the future development of the Dunkirk waterfront area.

#### 4.2 Key Projects to Transform Dunkirk's Waterfront

The Chadwick Bay Village Master Plan builds on the waterfront's existing assets and opportunities including the Lake Shore Drive and Central Avenue Corridors, its parks, open





## DUNKIRK BROWNFIELD OPPORTUNITY AREA STUDY

Dunkirk, Chautauqua County, New York

### MASTER PLAN OF PROPOSED IMPROVEMENTS

May 2017

FIGURE 12





space and trails, the pier, the area's walkability, historic resources and the unparalleled views. The key projects that will lead the redevelopment of the City's waterfront include the improvement and expansion of its open space and trail network, fostering and better connecting these assets through streetscape enhancements, branding and signage, the active reuse of vacant and underutilized sites and rethinking how the future of NRG can leverage future investment in the area. The Master Plan's focus on investing in the existing planning framework will instill community pride and encourage further investment in Chadwick Bay Village.

The Master Plan is predicated upon two key ingredients: private development activity and public infrastructure improvements. Although truly transformative projects often take many years of planning and study before they can be fully implemented, the Chadwick Bay Master Plan outlines short-term projects that will not only improve the appearance of the City's downtown and waterfront area, but are also necessary for making it more attractive for those looking to invest in new development opportunities along the shoreline of Lake Erie and in Western New York. True transformation of the City of Dunkirk waterfront will not occur because of one project, but rather the amalgamation of many visionary and strategically aligned projects, both public and private.

The following sections outline how private and public projects can develop synergies to spur long-term revitalization of the Chadwick Bay Village concept, illustrated on **Figure 12**.

### Private Development Projects

Integral to the success of this Master Plan is the fostering of relationships between the City,

developers, and a local community that encourages innovation and entrepreneurship to create commercial activity, businesses and jobs. Summarized herein are the key private development activities that are important to understand by the City and other local public development agencies such that future plans can be made to better support the key public infrastructure recommendations of the Master Plan. (Refer to Site Profiles in **Appendix B** for more information on each site).

#### Priority Site #1 – Waterfront Block

Site Address: 66 Lake Shore Drive East, 68 Lake Shore Drive East, 70 Lake Shore Drive East, 15 North Deer Street, 76 Lake Shore Drive East, 5 North Deer Street, and 80 Lake Shore Drive East

Owners: City of Dunkirk

Site Description: The parcels named above are located along Lake Shore Drive (AKA State Route 5), which is directly adjacent to Dunkirk Harbor and east of the Clarion Hotel Marina & Conference Center. The Dunkirk City Pier also directly abuts this site.

The City of Dunkirk is currently in negotiations with a potential developer to construct a hotel/restaurant/wine tasting center on the site. Towards this end, Erie Land Development, Inc. recently signed an agreement with Windham Hotels to develop the facility. Since then, the City and the developer have reached an agreement for sale of the property

#### Priority Site #2 – Stefans Block

Site Address: 24 Lake Shore Drive West

Owner: Pier, LLC and DLDC Real Property

Site Description: Adjacent to Memorial Park and less than one block from the Dunkirk City Pier. The site consists of vacant land with multiple owners, an abandoned one-story building (a former car showroom & garage) and parking area. Directly to the east of the building is Eagle Street, which ends at Dunkirk Harbor. The site is on the waterfront, with Route 5/ Lake Shore Drive along its southern border.

A portion of the site owned by Pier LLC and have been earmarked for development by Holiday Harbors as a boat supply/support facility offering to boater's marine supplies, hot showers, and some related retail facilities. Holiday Harbors is in discussion with the city about an adjacent parcel they own to include in their plan. The remainder of the site is privately owned and the owners are working with the Chautauqua County IDA to dispose of the property and eliminate a \$180,000 environmental lien placed on the site by NYS DEC.

#### Priority Site #3 – Former Masonic Temple

Site Address: 323-325 Central Avenue

Owners: 323-325 Central Avenue LLC, Frank Bodami, Graf Realty Corp, John Jay Warren,

Site Description: Vacant lot located directly across the street from City Hall adjacent to the Chautauqua County Social Services and Department of Labor building.

One of the owners have expressed desire to develop a residential commercial facility on the site. The other owner, Graf Realty, has not created a development plan for their portion of the site but are open to discussion as to how best to proceed.

The city has proposed development of a year round farmers market to be constructed on

both sites. As such, it is highly recommended the City continue their discussions with both owners to evaluate how all parties may benefit from a reuse as a farmers market, or some other type of urban market that can support the civic, cultural, and entertainment values of the City of Dunkirk.

#### Priority Site #4 – County-Owned Parking Lot

Site Address: 9 W Third Street, 7 W Third Street, 301 Central Avenue, 307 Central Avenue, 309 Central Avenue, 311 Central Avenue, and 313-317 Central Avenue

Owners: City of Dunkirk, Graf Realty Corp

Site Description: A heavily used parking lot for the adjoining commercial building, this site is not programmed for redevelopment under this Master Plan as parking in the downtown area remains a necessity and which could also support future development of Priority Site #3.

#### Priority Site #5 – Central Avenue Terminus Block

This block is made up of several owners and sites as outlined below:

Site Address: 106-118 Central Avenue

Owner: Hawley Development Corp

Site Description: Currently a gas station. The owners has expressed plans for expansion at some point in time in the future into a potential mixed use development that would continue to sell gasoline.

Site Addresses: 7-9 Lake Shore Drive East, 11-13 Lake Shore Drive East, 15-17 Lake Shore Drive East, 19 Lake Shore Drive East

Owner: ZTS Development LLC

Site Description: Rookies Sports Bar on the Lake is located on this site. The building is

divided between a two-story main building and a one-story addition attached to the main building. The building is front-facing onto Lake Shore Drive and looks out onto the Dunkirk City Pier and the Clarion Hotel Marina. According to Stenberg his group plans to expand the existing Rookies bar/ restaurant facility to include a small bowling alley.

Site Address: 23-25 Lake Shore Drive East

Owner: Sam Avny

Site Description: An old four-story building with brick façade located on the corner of Washington Avenue and Lake Shore Drive. The building is vacant and currently up for auction and would make a suitable location for mixed use development with retail at the ground floor and residential or office in the upper floors.

Site Address: 115-117 Washington Avenue

Owner: Ogden Newspaper of NY, John D'Agostino

Site Description: Vacant lot located directly in back of the Observer offices (local newspaper located in Dunkirk, NY). Owner generally does not dispose of assets including land they have purchased in various locations and are thus not interested in sale or development of the site at this time.

If a suitable and impactful plan were presented representatives of the Observer newspaper would present the plan to the owners for their consideration.

#### Priority Site #6 – Central Avenue Terminus Block

Site Address: Lake Shore Drive, 115 Park Avenue, 107 Park Avenue, 105 Park Avenue

Owner: City of Dunkirk

Site Address: 32 East Second Street and 109 Park Avenue

Owner Faith Baptist Church, Reverend Roger Eimers, (716)-410-0134

Site Description: 109 Park Avenue is a vacant lot at the corner of Park Avenue and Lake Shore Drive East. 32 East Second Street is a residential home located at the corner of W 2<sup>nd</sup> Street and Eagle Street.

The bulk of the site is owned by the City of Dunkirk and is used as a parking lot. Important to note is that this parking lot is used mainly during the summer months when there is increased traffic along the waterfront for various uses, including fishing season. Due to this site's exposure to Lake Shore Drive some type of commercial or mixed use development at the street line should be considered, while maintaining the bulk of the site behind a new building for parking.

#### Priority Site #7 – Mulholland Block

The site consists of 14 separate parcels of land, the majority of which is vacant and under the control of the Dunkirk Housing Authority.

Owner: Washington Avenue Revitalization, Phillip Paradis, Dunkirk Housing Authority

Site Description: This site contains a grouping of small, one-family residences with train tracks at the southern perimeter. The bulk of the land is either vacant or underdeveloped.

This site is best suited for residential development. Based on interviews with the Dunkirk Housing Authority, it would like to explore the potential for development of middle and moderate income housing at this site. Similarly, the Authority would also like to see some commercial development if feasible. Currently, the Authority is exploring their



ability to partner on this effort. As such, the City of Dunkirk should continue a dialogue with the Authority and regional development agencies.

#### Priority Site #8 – Sam Family Farm

Site Address: 67 Lake Shore Drive East

Owner: Lawrence Spacciapolli

Site Address: 59-61 and 65 Lake Shore Drive East

Owner: A Sam Family Farm, LLC

Site Description: This site has frontage and is directly across the street from the proposed hotel development (Site #1) on Lake Shore Drive. It consists of vacant land and buildings for which the owners have been approached to determine their receptivity to having the site become the subject of an Expression of Interest to be issued by the City. It would be ideal for future development of this site to complement the hotel development. In this regard either a year-round farmers market or moderate income housing town house development should be considered. Either type of development would draw and provide the necessary influx of pedestrian traffic that could benefit some of the ancillary uses currently proposed by the hotel developer, i.e. tasting rooms, etc.).

#### Priority Site #9 – Main Street Corner West

Site Address: Multiple between Lake Shore Drive and East 2<sup>nd</sup> Street, and between Leopard Street and Main Street

Owners: Lawrence Spacciapolli, Dunkirk Local Development Corp, Andinco Properties, Inc, James Sullivan, Gregory Sek.

Site Description: Site 9 is comprised of 14 separate lots under multiple ownership. Given its locations outside the commercial

area of the Corridor, the site is best suited for residential development or a mixed use development with retail at the ground level.

#### Priority Site #10 – Main Street Corner East

Site Address: 102-127 Main Street

Owners: City of Dunkirk, Jose Gonzalez, Flora Gates, Renee Santiago, William Green, Irene Bebak

Site Description: This block is comprised of 17 separate lots under multiple ownership. Given its locations outside the commercial area the site is best suited for residential development.

#### Priority Site #11 – Main Street Corner North

Site Address: 114, 116, 120 Lake Shore Drive East

Owners: City of Dunkirk, Steven St. George, Dunkirk Housing Authority

Site Description: This site is comprised of 4 small lots owned both privately and by the City of Dunkirk. None are large enough to be developed by itself, so the site would require an assemblage to enlarge it north along Main Street to include an additional parcel of land owned by the Housing Authority as well as 3 intervening residences. Once assembled, this site would be suitable for residential development or mixed use development with retail on the ground floor.

#### Priority Site #12 – Woodlands Property

Site Address: Lake Shore Drive East, North Wright Park, 468 Lake Shore Drive East

Owners: City of Dunkirk, Robert Notaro, Kenneth Koprowsky, Matthew Bromber

Site Description: This site is currently under contract for purchase by Erie Land

Development who is planning upwards of 180 residential units on site to be staged. An important part of any future development on this site would be physically linking the site past the City Municipal Treatment Plant to the Promenade along the Lake Erie Shoreline. Any future site plan reviews related to this development must consider this important community design element.

**Priority Site #13 – Former Roblin Steel**

Site Address: 320 South Roberts Road

Owner: Chautauqua County

Site Description: A large vacant industrial site owned by the County of Chautauqua, this property has not been programmed for redevelopment under this initiative.

**Priority Site #14 – Former AL-Tech**

Site Address: West Howard Avenue

Owner: Dunkirk Acquisition, LLC

Site Description: A large privately held assemblage, the current owner is working with the Chautauqua County IDA to dispose of a vacant on site office building. The owners however have elected to keep the remainder of property for future expansion purposes and have started some remediation of the site. They would however consider sale of a portion of their site that is not in their current plans for reuse once remediated.

## Public Infrastructure Projects

To further spur development within the Chadwick Bay Village of the City, several recommendations are put forth for follow through by the City.

### PROPOSED PUBLIC INFRASTRUCTURE PROJECTS

- 1) Pursue a Lake Shore Drive Complete Streets and Beautification Plan and Reconstruction.
- 2) Memorial Park and Boardwalk Market Public Plaza and Entertainment/Band Shell Facility
- 3) Develop a Community Connector Improvement program to better link Fredonia with the Chadwick Bay Village
- 4) Environmental Education and Awareness at the NRG site

### LAKESHORE DRIVE COMPLETE STREET AND BEAUTIFICATION

**Who:** City of Dunkirk, New York State DOT

**Cost:** Approximately \$1.5M

Lakeshore Drive has the potential to be the commercial and entertainment spine of the City of Dunkirk. Much of the corridor proposed for improvements falls within the City's recently completed Downtown Revitalization Initiative application to New York State. As it is today, the roadway is extremely wide with 90-feet of unbroken asphalt from curb to curb. While some segments have bike lanes, they lack a visual indicator to better notify motorists making the corridor feel unsafe to use. It also lacks refuge islands for pedestrian to use when crossing such a long distance. Lastly, it lacks a visual and functional aesthetic that would make someone want to walk down the road and enjoy its views to the Lake.

Therefore, and as a first phase to public infrastructure improvements within the BOA, the revitalization of the Chadwick Bay Village in the City of Dunkirk is proposed to begin with complete street and beautification enhancements including roadway reconstruction to add new bike lanes, curbing, and green infrastructure to better handle roadway runoff in such close proximity to Lake Erie. The City of Dunkirk must demonstrate, through public infrastructure investments, that its waterfront is worthy of private investment and development. By making the Lakeshore Drive corridor more bicycle and pedestrian friendly, the very modes of travel that tend to stop, dine and shop, businesses and

developers will view Lakeshore Drive as a more appealing place to locate and invest. Infill development, starting with the on-going new hotel project on Priority Site #1 (Waterfront Block), will be incremental over time, but is critical in improving the perception of Lakeshore Drive and the waterfront as a whole.

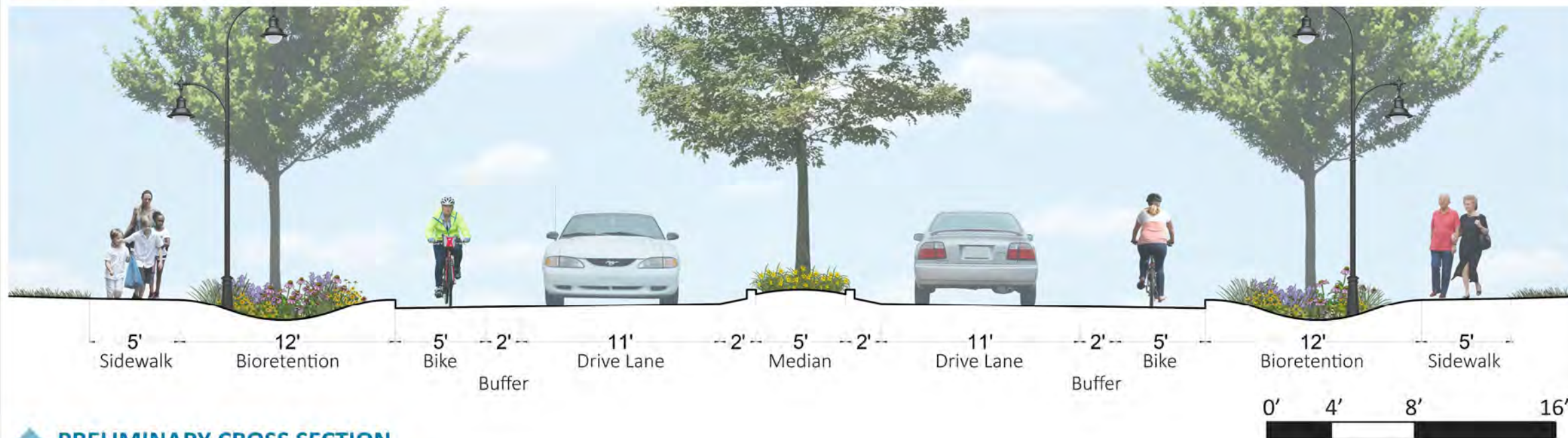
**Figure 13** illustrates specific improvements that are proposed to better link the Lakeshore Drive with its surroundings. Physical improvements and street furniture should be deployed that unequivocally orients and identifies itself as a gateway to the Chadwick Bay Village and Lake Erie waterfront in the City of Dunkirk. Summarized below are key elements that should be included in a complete street design for the Lakeshore Drive Complete Street and Beautification project.

- An integrated network of sidewalks and well-designed crosswalks
- Protect sidewalks from encroachment by vehicles at places like driveways of high traffic volume
- A continuous bicycle lane, protected from moving and parked vehicles with consideration of how to remove snow and debris. Lane can be on street or off street as appropriate.
- Improve bus ridership through speed, reliability, stop access, aesthetics and promotion
- Emphasis on “quick build” techniques to minimize construction time and cost
- Strategies to deal with parking that may need adjusting to make space for bicycle lanes
- Connection with the existing and future segments of the Promenade and boardwalk.





**PRELIMINARY CONCEPT SKETCH**



**PRELIMINARY CROSS SECTION**



**EXISTING CONDITIONS**

**PRELIMINARY RECOMMENDATIONS**

- 1 Lawn buffer
- 2 Concrete sidewalk
- 3 Bioretention areas capture and filter roadway runoff through curb drops
- 4 New street and pedestrian scale lighting
- 5 Buffered bike lanes
- 6 Drive lanes
- 7 Central median provides aesthetic values and acts as traffic calming
- 8 Potential Brownfield Opportunity Area retail/commercial development

**DUNKIRK BROWNFIELD OPPORTUNITY AREA STUDY**

Dunkirk, Chautauqua County, New York

**PRELIMINARY CONCEPT SKETCH & CROSS SECTION: LAKESHORE DRIVE, VIEW WEST**

May 2017

FIGURE 13





**MEMORIAL PARK AND BOARDWALK  
MARKET PUBLIC PLAZA AND  
ENTERTAINMENT / BAND SHELL FACILITY**

**Who:** City of Dunkirk, Holiday Harbors

**Cost:** Approximately \$1.2M

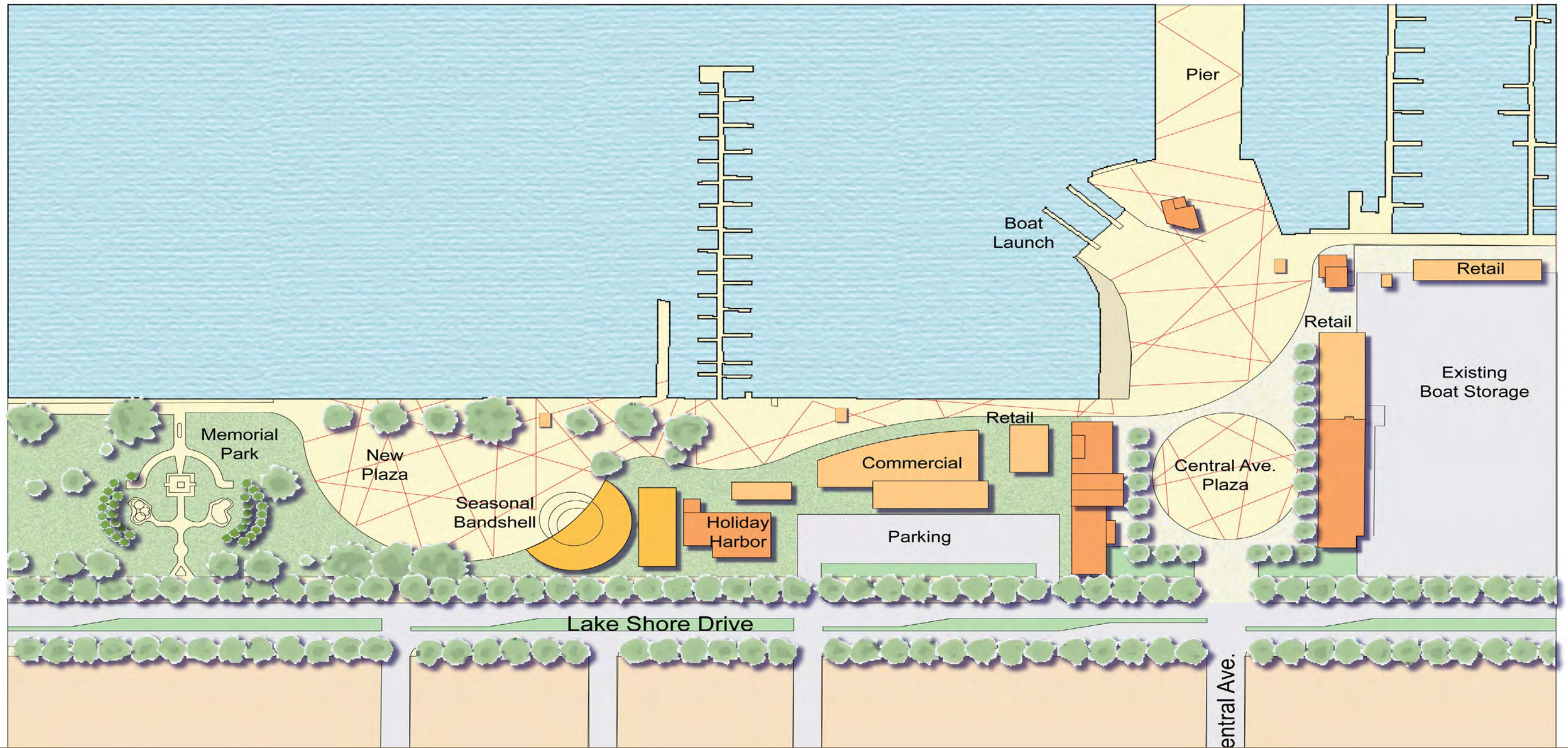
To further entice private development within the Chadwick Bay Village and draw visitors to the City's waterfront, another critical recommendation would be to develop a plan to reorganize the space around the existing City-owned boat storage facility at the intersection of Central and Lake Shore Drive and improving upon the public space at the Boardwalk Market, pier, and nearby Memorial Park. Reprogramming how the space within the Boardwalk is currently used, without completely relocating the boat storage yard, will free up more of the site for the development of a public entertainment stage, plaza and recreation center compensating for the adjacent pier and wharf which is inadequate in size to handle large crowds during the popular summer concert season where concerts are currently held. To accommodate overflow tourist crowds, and if design of a proposed new Holiday Harbors facility permits, a small expansion of Memorial Park eastward to the new entertainment/band shell center is proposed as illustrated on **Figures 14 and 15**. This will require acquisition of a portion of the sites owned by Pier LLC and DLDC Real Property LLC to accomplish.

Overall, a safer, more attractive connection between Lakeshore Drive, Central Avenue, the Pier, Memorial Park, and the boat storage facility is a major factor in the long-term success of not only the entertainment events

put on by the City in this area, but also the long-term viability and attractiveness of the waterfront in the Chadwick Bay Village area. An improved connection between all of these spaces, including links to the NRG site and points north such as Wright Park, will reinforce the market and redevelopment efforts of the BOA and other City initiatives. With these improvements, Memorial Park, Boardwalk Market, and the pier will become a more desirable stopping point for visitors and pedestrians enjoying the Dunkirk waterfront.

Connections via new bike and walking trails to this cultural and entertainment node should be enhanced to include a proposed bike trail with trail blazers leading from the SUNY Fredonia to the waterfront along key corridors as well as continuation of the current trail north to Wright Park and the proposed private housing development on Priority Site #12. In addition to developing bike trails, a program is needed to establish signage and install trail blazers promoting the Village from the exit point of the thruway east to Central Avenue which will lead visitors north to the proposed Chadwick Bay Village area (see proposed community connector improvements on next page).





# DUNKIRK BROWNFIELD OPPORTUNITY AREA STUDY

Dunkirk, Chautauqua County, New York

## POTENTIAL WATERFRONT IMPROVEMENTS

May 2017

FIGURE 14







## DUNKIRK BROWNFIELD OPPORTUNITY AREA STUDY

Dunkirk, Chautauqua County, New York

### POTENTIAL WATERFRONT IMPROVEMENTS

May 2017

FIGURE 15





**COMMUNITY CONNECTOR  
IMPROVEMENTS INCLUDING SIGNAGE  
AND BRANDING**

**Who:** City of Dunkirk, Holiday Harbors

**Cost:** Approximately \$500,000 - \$600,000



The central theme to developing a linkage or connector plan for the City's main travel corridors is to better identify, and therefore market the Chadwick Bay Village and waterfront improvement area to those driving along the NYS Thruway (I-90) or visiting SUNY Fredonia or the Village of Fredonia. Key to this initiative would be to develop a brand that can visually, informationally, and physically connect the Chadwick Bay Village area to the surrounding community by way of signage and branding improvements along four primary corridors – Central Avenue, Brigham Road, Bennet Road, and Lakeshore Drive.

**Figure 16** illustrates the types of signage and branding that should be explored by the City to include along the key corridors identified above and on the map on Figure \_\_\_\_\_. Bennet Road is critical because of its direct link to the on and off-ramps to I-90 at Exit 59. Central Avenue is the civic and cultural spine that links Dunkirk's CBD and various neighborhoods with the City's waterfront and Fredonia.

Brigham Road is another key corridor that can be developed as an integral bicycle and pedestrian link between Fredonia and the City's waterfront. And Lakeshore Drive is the critical north-south link tying the various east-west links to the Chadwick Bay Village and waterfront area. This recommendation is also closely aligned with the City's Central Connection report prepared in June 2016 by the University at Buffalo Regional Institute.

**ENVIRONMENTAL EDUCATION AND  
AWARENESS CENTER**

**Who:** City of Dunkirk, Holiday Harbors

**Cost:** Approximately \$1.2M

A dominant visual influence within the Chadwick Bay Village area is the now decommissioned NRG energy plant. In the event the station is converted at some point to natural gas, the potential may exist to recapture land that was formally dedicated to coal trains and storage. Discussions with NRG stressing the possible tax savings to them by freeing up a small portion of their site for public use should commence at the appropriate time.

An environmental education and awareness center is in direct support of the Lake Erie Discovery Center project which, as previously proposed, would include the construction of a state-of-the-art science and education center on the shores of Lake Erie in Chadwick Bay Village. Based on the results of the Step 2 Nomination Study, it is proposed that the City evaluate the possibility of locating this facility

on a portion of the NRG Energy Plant site. Give the current and likely future status of the Plant as either a mothballed coal-generated energy facility or a natural gas facility, NRG will continue to owe taxes on large pieces of land it will no longer need to operate. As such, a Discovery Center that will facilitate a significant increase in long-term job opportunities, expand the STEM programming for K-13, advance citizen science, enhance academic programming, and expand the capacity for much-needed research on Lake Erie should be considered on a waterfront portion of the current NRG site such that it can be physically linked by future extensions of the City's waterfront promenade and trail system as shown on **Figure 12**.

The completion of the Discovery Center, in combination with ongoing revitalization projects that are currently underway or that will be started in the near term, such as the City's updated Comprehensive Plan, will significantly enhance the City's opportunities to attract additional businesses to Western New York. Part of this proposal would also include a 30,000 sf Discovery Center museum that would house Great Lake exhibits, interactive panels and video displays, and other classroom style conference areas for education, training and meetings.

To date, the City has requested approximately \$17.5 million from the SUNY Challenge IV grant program to support this Lake Erie Discovery Center proposal, which has been in the works for the last couple years.

In the event future discussions are successful, the site could be made home to an extended waterfront bike and walking trail following the shoreline around the power plant, a fishermen's wharf, in addition to the Environmental Center or similar waterfront

oriented cultural facility. Potential also exists to attract tourists to Chadwick Bay Village by washing the walls of the energy plant at night with colored lights and lasers in much the same manner as many bridges and Buffalo's *Connecting Terminal Grain Elevator* have done. The former giant grain elevators are lit each night up to 11:00 PM and feature a spectacular light show transforming the vacant structure into what is becoming a cultural and tourist venue.

### 4.3 Proposed Ministerial Actions for Implementation

The City of Dunkirk Chadwick Bay Village Master Plan provides an overview of signature opportunities and recommendations for key projects to achieve the revitalization of the City's waterfront and CBD areas. While the recommended projects are broken up into two categories: private development projects, and public infrastructure projects, many strategic partnerships and themes are present throughout. To that end, many of the following recommendations can be accomplished through the efforts of the City of Dunkirk and community stakeholders and their active partnerships.

### PROPOSED POLICY/REGULATORY ACTIONS

- 1) Update the City's zoning code to include specific form-based codes that better address urban design, form, and function, as opposed to being land use-based.
- 2) Hold property owners in the BOA more accountable through building code and property enforcement.
- 3) Develop a program for demolition of abandoned structures through monitoring and enforcement of building code violations.
- 4) Improve the image of the BOA through marketing, signage and streetscape enhancements to spur development.

development strategies. Funding priority will be given to projects which meet or advance the strategies and goals identified by the corresponding regional economic development council.

The Western New York Regional Economic Development Council (WNYREDC) identified three core strategies for community cohesion and prosperity. Each of the three strategic areas further outlines a series of specific projects that will enhance economic development and competitiveness within the Western New York Region. In particular, the WNYREDC identified implementing smart growth and fostering a culture of entrepreneurship as regional priorities. The revitalization of the BOA waterfront and CBD areas directly aligns with the goals of the WNYREDC strategy to reinforce the sense of place of existing neighborhoods, promote the adaptive reuse of public and private spaces and property, increase bicycle and pedestrian access to the central business district and invest in projects that enhance access to the Lake Erie waterfront.

## 4.4 New York State Funding for Implementation

### New York State Regional Economic Development Councils

In 2011, New York State created ten regional economic development councils (REDC) and mandated that each develop a five-year strategy which identifies an overall economic development approach for the region. Each regional strategy is updated annually to promote priority public sector investments and compete for access to a pool of State funding and development support. The use of State economic development funding for public or private sector projects is now directly tied to the advancement and implementation of regional economic

### New York State Regional Economic Development Councils

A significant amount of State funding is now procured through the Consolidated Funding Application (CFA) process, an initiative begun in 2011 in concert with the establishment of the regional economic development councils. The CFA process functions as a funding clearinghouse, whereby applicants can apply for multiple sources of traditional funding via a single application. Applications for CFA resources must be reviewed by both the funding agency and the REDC to be scored for compliance with agency and regional goals. The City of Dunkirk Chadwick Bay Village Master Plan will require a broad range of



## COMMUNITY BRANDING & IDENTITY SIGNAGE EXAMPLE



## DESTINATIONS & ATTRACTIONS SIGNAGE EXAMPLE



## WAYFINDING SIGNAGE EXAMPLE



## PARALLEL COMMUNITY EXAMPLES

Wayfinding for destinations and attractions.



Neighborhood identity



Example bikeway improvements for community connector routes



## DUNKIRK BROWNFIELD OPPORTUNITY AREA STUDY

Dunkirk, Chautauqua County, New York

## CONNECTIVITY MAP

May 2017

FIGURE 16





capital projects, including waterfront and roadway infrastructure, environmental remediation, building demolition, housing rehabilitation, park and recreational amenities and the construction of multi-story mixed use structures. These projects have several components which may be eligible for funding via the CFA process. The City has already begun to prioritize these projects for the recently closed 2017 CFA application cycle.

Summarized below are the various State funding programs that fall within the CFA application program.

#### *Empire State Development Grant Program*

**2017 Funding:** Up to \$150 Million available  
(No funding limits per project)

**2016 Change:** Decrease of \$25 Million from 2016

**Funding Categories:** Business Investment, Infrastructure Investment, or Economic Growth Investment

**Criteria:** Must be a municipality, business, or non-for-profit corporation, county, regional commission, etc. All required public approvals must be in place prior to the start of construction and approved by ESD Directors. Projects with public support, high likeliness of completion, the amount of private and public investment leveraged, estimated return on investment, the overall economic impact to the region and the correlation with the significant statewide programs will be favored.

**Local Match Minimum:** ESD seeks to provide no more than 20% of total project costs. Applicant must contribute a 10% minimum of total project costs (in the form of equity, contributed after the applicant's acceptance).

#### *ESD Strategic Planning and Feasibility Studies*

**2017 Funding:** Up to \$1 Million available  
(Max. per project: \$100K)

**2016 Change:** Same amount as 2016

**Project Types:** Preparation and development of strategic development plans for a municipality (or a significant part of a municipality) or studies, surveys, reports, and feasibility studies and preliminary planning studies to assess a particular site or facility for any economic development purpose other than residential (mixed-use facilities are permitted).

**Criteria:** Eligible applicants include municipalities; Priority will be given to projects located in highly distressed areas (ESD determines "highly distressed" as an area with poverty rate of at least 25%, high unemployment (at least 1.25x the statewide unemployment rate), and general economic distress based on former Empire Zone, significant job loss from one employer, area with a US Presidential declaration of disaster, etc.); Priority will be given to projects based on the economic impact of the project on the entire region, public/local government support for the project, clarity of work plan, the degree to which the project is leveraged, estimated return on investment, etc.

**Local Match Minimum:** ESD requires a minimum of 50% of total project costs in matching funds from the municipality, including at least 10% cash equity

#### *Market New York*

**2017 Funding:** 15 Million available (No funding limits per project)

**2016 Change:** Up 1.5 Million from 2016

**Eligible Projects:** Regional Tourism Marketing

- MWBE requirements must be met
- Funding may be used for media advertising, tourism center, website design, etc.
- ESD seeks to provide no more than 75% of financing for projects – an actual cash match of 25% of the total project cost is required
  - Funds from another State agency are ineligible for funding match requirement

(increasing the perception and consideration of NYS as a travel destination, increasing visitation and creating a positive economic impact); special consideration will also be given to projects providing information demonstrating project partnerships through regional collaboration and tourism special events that are new event

#### **Eligible Projects:** Regional Tourism Capital

- Funding may be used for pre-development costs, remediation costs, acquisition of an existing business and/or assets, new construction, renovation, or leasehold improvements
- ESD seeks to provide no more than twenty percent – an actual cash match of 80% of the project costs is required

#### **Eligible Projects:** Regional Tourism Special Events

- Eligible expenses include fees paid to artists, performers etc., fees paid for audio/visual support, site expenses and service, improved accessibility services, etc.
- If the project plan includes any tourism capital expenditures - an actual cash match of 80% of the total project costs is required
- If the project plan includes only tourism marketing expenditures – a match of at least 25% of the total project cost is required
- Project plan should include evidence that the project will increase tourism to and within NYS, a timeline for individual project steps, a clear budget indicating specifically how the grant funds and the grantee entity will be spent, performance measures to show economic impact, and the ability for the project to align with the goals and strategies of I LOVE NY

#### *Department of Agriculture and Markets*

**2017 Funding:** \$5 Million available

**2016 Change:** New for 2017

**Goals:** Assist NYS agricultural producers with the capital costs of meeting food safety standards and increase participation in the NYS Grown & Certified Program.

**Distribution Across NYS:** Awards of \$500,000 to a single entity in each REDC (up to 15% of which can be allocated to administration)

**Criteria:** Degree to which the applicant demonstrates the ability to market and promote the program to achieve maximum agricultural producer participation; proposes to successfully deliver the program and achieve the program goals and objectives; experience in delivering regional grant and/or loan programs; and Reasonableness of administrative costs. Proposed projects that are part of Significant Statewide Programs will be looked upon favorably.

**Local Match Minimum:** At least 10% of total project costs is required as match.

**Award Range:** Up to \$50,000 to each eligible agricultural producer.

#### *New York State Council on the Arts – Arts and Culture Initiatives*

**2017 Funding:** Up to \$5 Million available

**2016 Change:** Same funding as 2016

**Goals:** Enhance and transform the cultural and economic vitality of New York State communities

**Categories of Support:** Arts, Culture and Heritage New Initiatives – Planning and Arts, Culture and Heritage New Initiatives - Implementation

**Criteria:** Local Governments are eligible; planning grants projects should fall into one of the following categories – Arts and Culture Mapping, Arts and Cultural Master Plan, or Arts and Cultural Branding or Marketing Plan; implementation grants should fall into one of the following categories – Erie Canal Bicentennial Celebration, Women’s Suffrage Commemoration, or NYSCA Planning Grants, workforce investment grants should fall into one of the following categories – Administrative Position, Artistic Positions, Arts Center Development Fellowship for Underrepresented Communities, or Resident Artist Position; Proposed projects that are part of Significant Statewide Programs will be looked upon favorably.

**Local Match Minimum:** For planning grant: No match required; for implementation grants: 50% cash match, for workforce investment 25% cash match required.

**Award Range:** For planning grant: \$10,000 - \$49,500; for implementation grants: \$10,000 - \$75,000, for workforce investment - \$25,000 - \$49,500.

#### *Community Development Block Grant*

**2017 Funding:** \$20 Million available

**2016 Change:** Decrease of \$5 million from 2016

**Eligible Activities:** For public infrastructure – drinking water, clean water, stormwater, or public works; For public facilities – structures

to house or serve special-needs populations, or multi-purpose buildings housing several qualifying activities; For community planning – community needs assessment or preliminary engineering reports; For microenterprises – acquisition of property, financing or machinery,

**Criteria:** Funding provided for **small** communities and counties to develop viable communities by providing decent housing and a suitable living environment by expanding economic opportunities, for persons with low and moderate income; Priority will be given to applicants that demonstrate a clearly defined need, address specific community and economic development priorities, meet the objectives of NYS CDBG program, demonstrate they have satisfied all administrative and regulatory requirements to proceed immediately upon award, present a project budget that effectively leverages other investments, and meet the desires of the Significant Statewide Programs.

**Local Match Minimum:** Public Infrastructure and Public Facilities – 0% match required; Community Planning – 5% of the total project cost must be provided as a cash match; Microenterprises – 10% owner equity contribution.

**Maximum Funding Limits:** Public Infrastructure \$750,000, Joint Applicants – Public Infrastructure \$900,000, Projects with NYS Co-funding \$1,000,000; Public Facilities \$300,000; Municipality – Microenterprise Programs \$200,000 (individual grant amount to business between \$5,000 - \$35,000), Municipality – Planning \$50,000.

#### *New York Main Street Program*

**2017 Funding:** \$6.2 Million



**2016 Change:** Funding increased \$1.2 million from 2016

**Eligible Applicants:** Local Government or Not-for-profits

**Eligible Activities:** Traditional NYMS Target Area Building Renovation Projects - includes building renovations, streetscape enhancement, administration, or project delivery; NYMS Downtown Anchor Project – administration or project delivery; NYMS Downtown Stabilization Program –funds available for environmental remediation and associated construction cost, as well as other innovative approaches to stabilizing and developing downtown, mixed-use buildings.

**Criteria:** Applicants must be located in an eligible target area, and must clearly identify how the target area meets the following: an area that has experienced sustained physical deterioration, decay, neglect, or disinvestment; has a number of substandard buildings or vacant residential or commercial units; and in which more than 50% of the residents are persons whose incomes do not exceed 90% of the area MHI for the county or MSA in which the project is located, or which is designated by a state or federal agency to be eligible for a community or economic development program; Applicants are required to include a Target Area Map to identify the location of the proposed target area; Priority will be given to “shovel ready” projects service area should include mixed-uses, preference for proposals where contiguous buildings will be assisted, and the applicants ability to successfully demonstrate broad local support and linkages between the proposed project and local planning and development efforts.

**Matching Fund Requirements:** 75% of total project costs can be reimbursed for all projects

**Maximum Funding Limits:** Traditional NYMS Target Area Building Renovation Projects – between \$50,000 and \$500,000; NYMS Downtown Anchor Project – between \$100,000 and \$500,000; NYMS Downtown Stabilization Program – between \$50,000 and \$500,000.

*Office of Parks, Recreation & Historic Preservation (OPRHP) – Environmental Protection Fund (EPF) Municipal Grants Program for Parks, Preservation and Heritage*  
**2017 Funding:** \$20 Million

**2016 Change:** Same as 2016

**Eligible Applicants:** Local Government, Not-for-profits, public authorities, state agencies

**Eligible Activities:** Funds available for the acquisition, planning, development, and improvement of parks, historic properties, and heritage areas in NYS

**Criteria:** Half of the total awards given will be going to inner city/underserved areas; Applicants must has an ownership interest in the project property; if applicant is not the property owner funds may only be used for planning purposes; Long term protections will be placed on the property; successful applicants will submit a project that has not begun work until the project contract has been fully executed; Priority will be given to projects that clearly demonstrate the impact of the project, community support, and the Commissioner’s priorities for the grant program (5% scoring bonus given to projects located in the Hudson River Valley Greenway Compact).

**Maximum Funding Limits:** Grants can fund 50% of total project costs & up to 75% is

project is located in a high-poverty area –  
Grant awards are capped at \$500,000.

*Office of Parks, Recreation & Historic  
Preservation (OPRHP) – National Recreational  
Trails Program*

**2017 Funding:** \$1.9 Million

**2016 Change:** Not available in 2016

**Eligible Applicants:** Local Government, Not-for-profits, public authorities, state agencies

**Eligible Activities:** Funds available for the acquisition of land; project planning for ADA compliance; design & development, archaeological reporting; new construction or renovation; purchase and installation of trail amenities; purchase/lease of equipment

**Criteria:**

A. Project provides for innovative recreational trail corridor sharing for motorized and/or non-motorized use (maximum 5 points)

B. Project provides for motorized and/or non-motorized use that will enhance the quality and quantity of recreational trail opportunities (maximum 5 points)

C. Project provides development of urban trail linkages (maximum 4 points)

D. Project is identified as a component of a statewide or national trails system, or furthers a specific goal of SCORP or the Statewide Trails Plan or a local trail plan (maximum 5 points)

E. Index of Need – based on the "Relative Index of Needs" table in SCORP (maximum 5 points)

F. Citizens were/will be involved in proposal conception and implementation (maximum 3 points)

G. Project ties into other trails, greenways, scenic corridors, or natural, cultural, historical and recreational areas (maximum 4 points)

H. Volunteer labor, non-traditional labor and other certified donations will be used to accomplish this project (maximum 6 points)

I. Project will utilize existing corridors; (railroad right-of-way, canal towpath, utility lines, publicly owned river valleys or highland ridges, parkways, etc.) (maximum 3 points)

J. Project will improve the continuity of a trail system (maximum 4 points)

K. Project budget is reasonable, justified and cost-effective. (maximum 18 points)

L. Project addresses federal program initiatives (maximum 6 points)

M. Project advances the Downtown Revitalization Initiative, Veterans' Initiative, or Opportunity Agendas of the Regional Economic Development Councils (maximum 2 points)

N. Regional Economic Development Council Assessment (maximum 20 points)

**Maximum Funding Limits and Match:**

Grants can fund 80% of total project costs –  
Grant awards are capped at \$200,000.

*DOS – Local Waterfront Revitalization Program  
(LWRP)*

**2017 Funding:** \$15.2 Million

**2016 Change:** Funding decreased \$4.3 million from 2016

**Eligible Applicants:** Local Government located along New York’s coast or designated inland waterways

**Eligible Activities:** Funding available for planning, feasibility, design, or marketing of specific projects, and construction projects, to advance the preparation of implementation of strategies for community and waterfront revitalization through the following categories: Preparation or implementation of a LWRP, updating an LWRP to mitigate future physical climate risks, redeveloping hamlets, downtowns, and urban waterfronts, planning or constructing land and water-based trails, preparing or implementing a lake wide or watershed revitalization plan, implementing a community resilience strategy, or celebrating the bicentennial of the Erie Canal – Improving public waterfront access for canal communities.

**Criteria:** Approximately \$10,000,000 will be spent for projects which are in, or primarily serve, areas where demographic and other relevant data demonstrate that the areas are: densely-populated and have sustained physical deterioration, decay, neglect, or disinvestment, or where a substantial proportion of the residential population is of low income, or is otherwise disadvantaged and is underserved with respect to the existing recreational opportunities; Funding priorities will be given to projects that revitalize communities and waterfronts and also advance the Downtown revitalization Initiative, or another Significant Statewide Program; Projects will be evaluated for the following criteria: Vision, Process, Strategies, Implementation, Leveraging, Performance

Measures, Evaluation of Budget and Cost, and Funding Priorities.

**Local Match Requirements:** Match required is 25% of the total project cost. (Used to be 50%)

#### *Canalway Grants Program*

**2017 Funding:** \$1 Million

**2016 Change:** Same funding 2016

**Eligible Applicants:** Local Government

**Eligible Activities:** Eligible project include: constructing new buildings, vessels or structures, constructing additions or improvements that enlarge, expand, enhance or extend existing buildings, vessels or structures; New systems in existing buildings, vessels or structures; Substantial renovations or preservation of existing buildings, vessels or structures, including reconfigurations; Site preparation and improvements associated with a project; Acquisition of furnishings, fixtures, machinery and equipment with a useful life in excess of 5 years; Constructing or rehabilitating segments of Canalway trail; Constructing or rehabilitating dock or bulkheads for the purpose of public access to and from the Canal System; and/or hazardous waste clean-up associates with a project.

**Criteria:** Priority will be given to projects that are intended to further the goals and objectives of the NYS Canal Recreationway Plan and Regional Economic Development Council Strategic Plans; Projects that recognize and support the bicentennial of the Erie Canal between 2017 and 2025 and result in noteworthy and sustainable recognition of the Canal System’s significance, relevance, and heritage during and after 2017-2025 bicentennial of Erie Canal construction; Priority will also be given to those projects that



align with the goals of the Significant Statewide Programs

**Local Match Requirements:** 50% match will be required on all grants

**Award Limitations:** Requests must be between \$25,000 and \$150,000

*NYSERDA Energy Efficiency Programs*

**2016 Funding:** \$40 Million

**2015 Change:** \$20 Million decrease from 2016

**Eligible Applicants:** NYSERDA Flexible Technical Assistance - Local Government, schools, and commercial and industrial facilities eligible; Small Commercial Energy Efficiency Programs: Energy Assessments – Small businesses or non-for profits; NYSERDA – Commercial New Construction Program (CNCP) – State and Local governments; NYSERDA – Commercial Implementation Assistance Program (CIAP) – Municipalities, State agencies, facility owners.

**Eligible Activities:** NYSERDA Flexible Technical Assistance - Energy feasibility studies, Master Planning, Industrial Process Efficiency, Data Centers, Combined Heat and Power, and Farm Energy Audits; Small Commercial Energy Efficiency Programs: Energy Assessments – Lighting, Lighting controls, Heating, Ventilation, Air Conditions, etc.; NYSERDA – CNCP – New buildings or space within a new building, or substantial renovations to existing buildings where the space has been, or will be, vacant for at least 30 consecutive days, or where there is a change of use; CIAP – Advance clean energy or underutilized technologies, deep-energy savings projects, or systems-based projects that expand the diversity of measures and depth of savings.

**Criteria:** NYSERDA Flexible Technical Assistance - Applications are accepted on a first-come, first serve basis until funds are exhausted; Customers must be contributing to the Systems Benefits Charge (SBC) on their electric bill or utility bill in order to be; Small Commercial Energy Efficiency Programs: Energy Assessments – Customers should have an average electric demand of 100kW or less are eligible to participate; Applications are accepted on a first-come, first serve basis until funds are exhausted; NYSERDA – CNCP – Applications are will be equally considered, applications should be submitted in the early schematic design phase or sooner, but will be awarded on a first-come, first serve basis; CIAP – first-come, first serve basis.

**Local Match Requirements:** NYSERDA will contribute 50% of the eligible study costs

*New York Power Authority – ReCharge New York*

**2017 Amount Available:** Up to 157 Megawatts

**2016 Change:** Increased wattage funding of 7 MW

**Eligible Applicants:** Businesses or Non-Profits who plan to expand in or are looking to relocate to NYS

**Eligible Activities:** Program is designed to retail or create jobs through allocations of low cost electricity

**Criteria:** Awards will be granted on a competitive application process based on legislative criteria; recommended allocation awards must be approved by the Economic Development Power Allocation Board and the New York Power Authority Board of Trustees

*New York DEC/EFC Wastewater Infrastructure Engineering Planning Grant Program*

**2017 Funding:** \$3 Million

**2016 Change:** Increased by \$1 million since 2016

**Eligible Applicants:** Municipalities with Median Household Income (MHI) of \$85,000 or less in Long Island, NYC, and Mid-Hudson Regions; MHI of \$65,000 in rest of state

**Eligible Activities:** Priority will be given to municipalities proposing planning projects that are: required by an executive Order on consent, required by a SPDES permit, upgrading or replacing an existing wastewater system, constructing a wastewater treatment s and/or collection system for an unsewered area, or identified in a Total Maximum Daily Load implementation plan.

**Criteria:** Smart Growth alternatives must be considered and documented in the engineering report

**Funding Details:** There are three “options” for grant awards: Option 1 - \$30,000 grant, population of municipality is 50,000 residents or less according to the 2013 ACS, any wastewater infrastructure-relates project is acceptable, engineering report is due within 9 months of grant agreement execution; Option 2 - \$50,000 grant, population of municipality is greater than 50,000 residents according to 2013 ACS, any wastewater infrastructure-relates project is acceptable, engineering report is due within 9 months of grant agreement execution; Option 3 - \$100,000 grant, no limit on population size, grant only for wastewater infrastructure inflow and infiltration issues as a result of an Order on consent or SPDES Permit compliance schedule, engineering report is due within 1 year of grant agreement execution.

**Local Match:** Applicant match funds must be at least 20% of the requested grant amount.

*NYSERDA - Climate Smart Communities*

**2017 Funding:** \$10 Million

**2016 Change:** Decrease of \$1 million since 2016 program

**Eligible Applicants:** Municipalities

**Eligible Activities:** Projects fall into two categories: 1. Climate Protection Implementation Projects – Construction of natural resiliency measures, relocations or retrofit of climate-vulnerable facilities, conservation or restoration of riparian areas and tidal marsh migration areas, reduction of flood risk, clean transportation, or reduction or recycling of food waste; 2. Certification Projects – funding may be used for projects that will lead to identification of climate protection implementation projects

**Criteria:** Implementation Projects – grant funding should be used for implementation activities that focus on decreasing community vulnerability in the face of changing climate, or reduce greenhouse gas emissions; Certification Projects – CSC status, project readiness, financial hardship, effectiveness of response to climate change, consistency with local plans, community health, reasonableness of cost, and regional economic development priority will determine which projects receive the most points

**Funding Details:** Implementation Projects – funding requests must be between \$10,000 and \$2,000,000; Certification Projects - funding requests must be between \$10,000 and \$100,000

**Local Match:** Projects must have a local match equal to 50% of the eligible project costs.

### *Water Quality Improvement Project Program (WQIP)*

**2017 Funding:** \$87 Million Available (Max. per project: \$5 million depending on type)

**2016 Change:** Increased by \$61 million since 2016

**Eligible Projects:** Non-agricultural Nonpoint Source Abatement and Control, Wastewater Treatment Improvement, Aquatic Habitat Restoration, or Municipal Separate Storm Sewer Systems (MS4s)

#### **Non-agriculture Nonpoint Source Abatement and Control**

**Eligible Applicants:** municipalities and soil and water conservation districts

**Eligible Projects:** Nonpoint Source Best Management Practices (BMPs)

- Decentralized Wastewater Treatment Facilities for Failing On-Site Treatment Systems
- Green Infrastructure Practices
- Green Infrastructure Practices Great Lakes
- Stormwater Retrofits
- Stream Stabilization/Restoration
- Riparian Buffers
- In-Waterbody Controls for Nutrients

**Priorities:** Projects identified in TMDL Implementation Plan, 9-element Watershed Plan or Waterbody Inventory/Priorities Waterbodies List as “precluded” or “impaired”

- Local Match: at least 25% of requested amount
- Planning and Design costs are not eligible

## 4.5 Transportation Enhancement Funding

The most likely means of implementing transportation improvement recommendations identified in the BOA will be to seek multiple funding sources, including a combination of public funding from various governmental levels.

### Surface Transportation Program (STP)

The Surface Transportation Program is a primary core Federal-aid program within MAP-21 utilized for local highway and trail improvement projects. The STP provides flexible funding that may be used for a variety of projects through numerous sub-programs, including all project types eligible for funding under the Transportation Alternatives Program.

### Transportation Alternatives Program (TAP)

The Transportation Alternatives Program functions as an umbrella for three separate programs formerly functioning separately under SAFETEA-LU. With some minor exceptions within the Recreational Trails program, all TAP funding requires a 20 percent local match that may be cash or in-kind services.

### Transportation Investment Generating Economic Recovery (TIGER)

The Transportation Generating Economic Recovery is a highly competitive program for public entities funded through the Department of Transportation. Selected projects are predicted to have significant impacts and emphasize health and safety, improve connectivity, and promote economic development in rural areas.



## Appendix A

### Economic and Market Trends Analysis

# Dunkirk, NY

Economic Analysis  
January 2017



# Introduction

In 2016, Highland Planning was contracted to provide economic analysis in support of a Brownfield Opportunity Area Study by Barton & Loguidice for Dunkirk, New York. Highland Planning conducted stakeholder interviews and researched relevant trends in population, housing, retail spending and employment.

## Interviews

Through a series of stakeholder interviews, our team learned about perceptions of economic trends in the area. The participants described how Dunkirk was affected by a contraction in the manufacturing industry including the closing of Altec; CONAGRA and NRG Power whose reopening is uncertain.

The overall sense of interviewees was typified by the history of a small food processor located in Dunkirk that was bought by Carriage House, a regional employer that was sold to CONAGRA, a national conglomerate who subsequently closed the location.<sup>1</sup> This parallels a national shift in employment away from manufacturing where jobs are increasingly automated and require increasingly skilled labor. Manufacturing is still a major category of employment for Dunkirk residents with continued demand for machinists and Computer Numerical Control technician

Meanwhile, Fredonia has grown with the SUNY location there, creating a town-gown relationship to neighboring

Dunkirk. The college seems to understand the importance that the two municipalities share in prosperity and has opened a business incubator in Dunkirk and is planning the Lake Erie Discovery Center with a museum, a laboratory and teaching space on the waterfront.

Athenex, a pharmaceutical company, recently announced plans to open a manufacturing plant here with 400 new jobs from direct employment, and the expectation of another 400 induced jobs anticipated by other firms to serve the needs of the facility and its employees. This provides an uplifting climate for development, where private investors are already planning new developments ranging from market rate housing with up to 180 units for a range of incomes to a new hotel with a bar and restaurant that showcases regional beer and wine. A new marina facility is planned to accommodate boaters.

Dunkirk's greatest attraction for residential, tourist and commercial development is unquestionably its Lake Erie waterfront. We understand that there are few such facilities in this region and that by planning for and investing in the waterfront this community could take advantage of its natural assets and create a destination for tourism and recreation. We are told that this area is already a destination for fly fishers and has the best open water access on the lake. More importantly, redevelopment of the waterfront could open the door to investment in downtown Dunkirk.

---

<sup>1</sup> This was an interesting story about a local business that added value to regional agricultural products and marketed on a regional and then national level. Our team is left wondering about the fundamentals of the business since it sounds like the facility was shut down as redundant to other national facilities. That does not mean that the local resources, talent and business are not still viable under a local or regional brand.



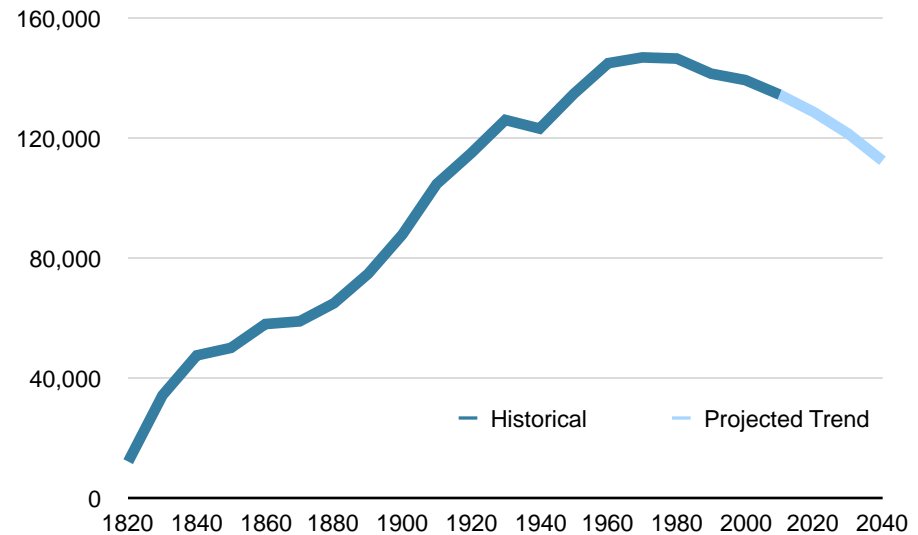
# Population

One of the fundamental challenges to revitalizing downtown Dunkirk and restoring underutilized land to productive use is the decline in population over the last thirty years. This is a common trend among many cities where there has been a general decline in the traditional base of manufacturing employment and residents have left for larger employment centers and suburbs.

Chautauqua County's population is shrinking and is projected to continue to contract, even while Dunkirk and Fredonia's population levels become relatively stagnant. When population and employment grow, demand for new uses normally follows. Where populations contract or are stagnant, there is a greater urgency to rethink and reprioritize land uses to best serve the needs of the community and create a positive economic investment cycle.

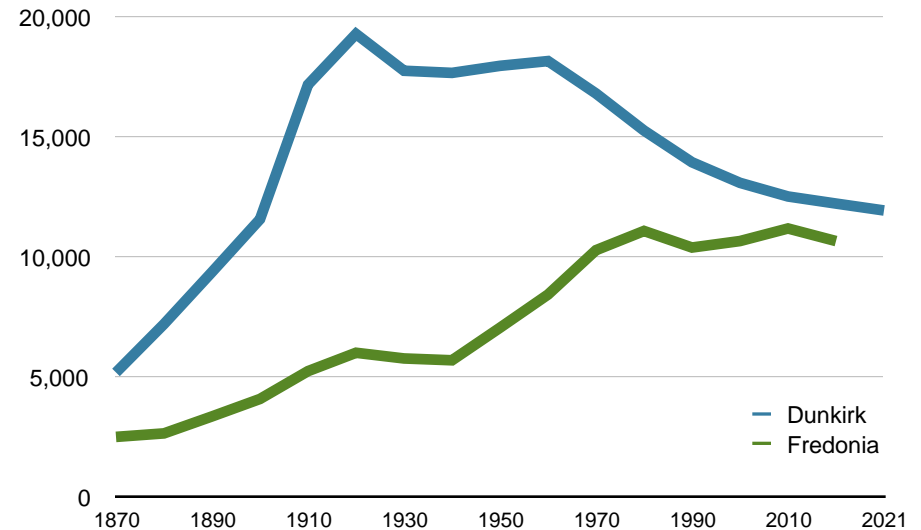
The relative stability in population of Fredonia and Dunkirk in the context of a county wide decline is part of a national trend. Even as populations are contracting, traditional downtowns like Dunkirk are regaining households. Both retiring baby boomers and young professional millennials prefer the amenities of walkable downtowns and could be attracted by the redevelopment of Dunkirk's waterfront.

Chautauqua County Population



Source: US Decennial Census, Cornell University PAD & Highland Planning

City of Dunkirk & Village of Fredonia Population



Source: US Decennial Census, ESRI BAO & Highland Planning

Even a population that is not experiencing growth has opportunities for change based on the underlying shifts in demographics and turnover in housing.

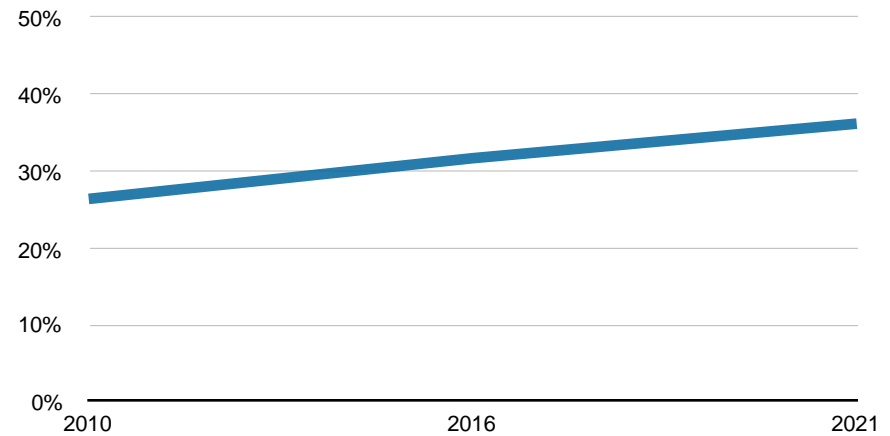
For example, the hispanic population Dunkirk has been growing at 2.8% annually and is projected to continue to grow at over 2% a year, or over 30 households per year to 2021. Our interviews suggest this represents an influx of Puerto Ricans with a range of professional skill sets.

A second notable feature of Dunkirk Downtown Households is their relative lack of personal vehicles. According to the 2015 American Community Housing Survey 26% of Households in Downtown do not have a vehicle, compared to 9% nationally. 29% have access to more than 2 vehicles compared to 58% nationally. This means that in planning for the future of downtown, issues of equity should be considered in providing access to local services, daily needs and employment.

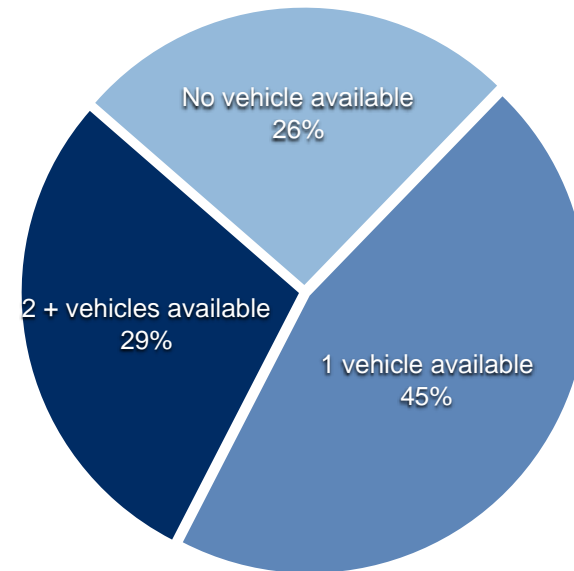
**Dunkirk Downtown  
15 Minute Walk**



**Population of Hispanic Origin**



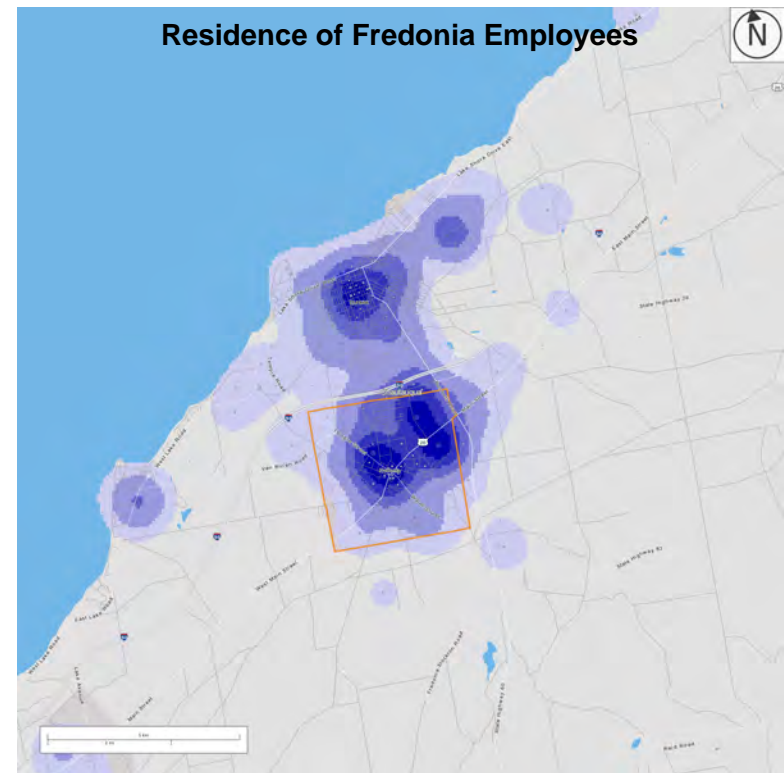
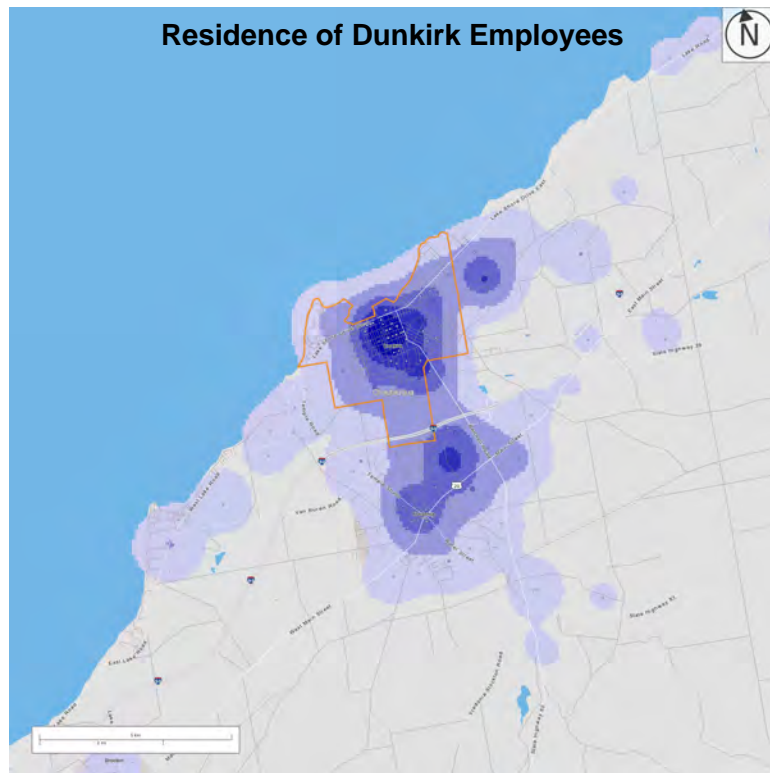
**Dunkirk Downtown Housing Units by  
Vehicle Availability**



Source: US Decennial Census, ACHS, ESRI BAO & Highland Planning

## Employment & Commuting Patterns

The Bureau of Labor Statistics provides commuting pattern information that identifies the location of employment centers and generalized information on the commuting patterns of workers. A review of employment in Dunkirk and Fredonia describes the connection between the two political bodies suggesting that they function as one economic unit. Workers who live and work in their municipality are a relatively small percentage of Fredonia at 17% compared with 30% of resident workers in Dunkirk. Approximately 82% of Fredonia's work force lives outside the municipality while approximately 70% of Dunkirk employees live outside the City's borders. These percentages are not surprising given the relatively small geographic size of the municipalities involved. However, the commuting patterns are remarkable in the extent of overlap there is between communities: the largest concentration of commuters to Fredonia comes from Dunkirk, and the largest concentration of commuters to Dunkirk comes from Fredonia. This, like retail spending patterns that also do not obey political boundaries, points to the economic interdependence of these two municipalities.



Source: US Census LED OTM & Highland Planning



## City of Dunkirk Employee Inflow/Outflow



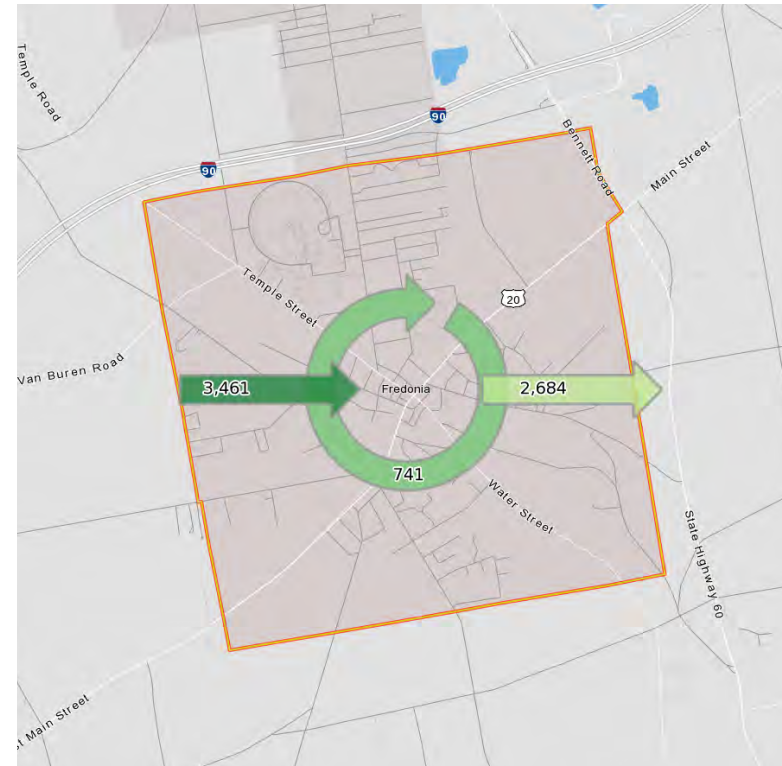
2014

	Count	Share
Employed in the Selection Area	4,299	100.0%
Employed in the Selection Area but Living Outside	2,988	69.5%
Employed and Living in the Selection Area	1,311	30.5%
Living in the Selection Area	4,559	100.0%
Living in the Selection Area but Employed Outside	3,248	71.2%
Living and Employed in the Selection Area	1,311	28.8%

**Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.**

- ➡ Employed and Live in Selection Area
- ➡ Employed in Selection Area, Live Outside
- ➡ Live in Selection Area, Employed Outside

## Fredonia Village Employee Inflow/Outflow



2014

	Count	Share
Employed in the Selection Area	4,202	100.0%
Employed in the Selection Area but Living Outside	3,461	82.4%
Employed and Living in the Selection Area	741	17.6%
Living in the Selection Area	3,425	100.0%
Living in the Selection Area but Employed Outside	2,684	78.4%
Living and Employed in the Selection Area	741	21.6%

**Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.**

- ➡ Employed and Live in Selection Area
- ➡ Employed in Selection Area, Live Outside
- ➡ Live in Selection Area, Employed Outside

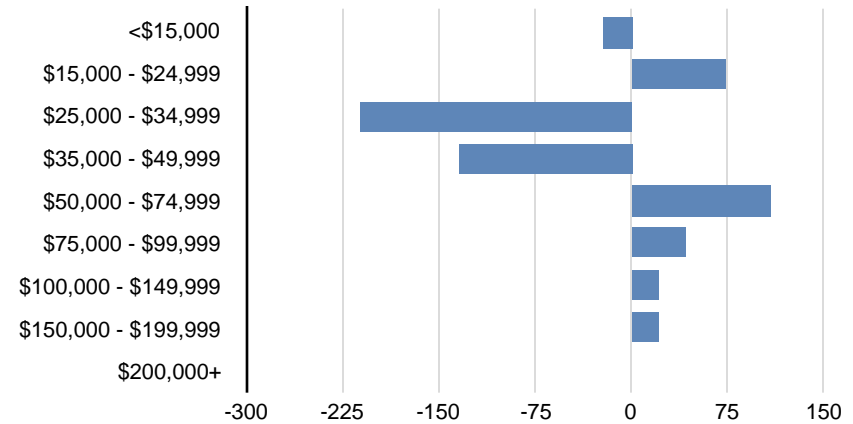
Source: US Census LED OTM & Highland Planning

# Households and Income

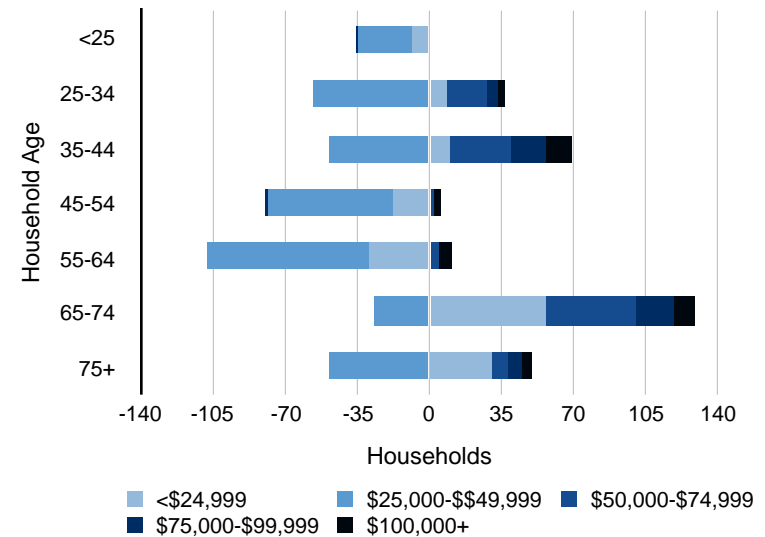
Two helpful trends are projected over the next several years for the population of Dunkirk. Although there is an anticipated hollowing out of households with incomes between \$25,000 and \$50,000, there is projected growth in both the \$15,000 to \$24,000 range as well as \$50,000 and up income level. This may correspond to trends in both the Hispanic community as well as growth in retirees. Both of these groups may have interest in housing products close to the water and walkable to amenities downtown.

Breaking up the age and income of household projections reveals more about the trends. Again, although there is a projected loss in households between the \$24,000 and \$50,000 income levels, in every age group over 25 there are gains in households with incomes over \$50,000. (See chart opposite.) There is a large projected influx of over 90 households over 65 years old with incomes over \$50,000. Likewise, there are another 80+ incoming households between 25 and 44 years old with incomes over \$50,000. Where the median income is currently \$37,000, this may represent an important shift as it relates to the supportable cost and demanded quality of housing stock.

**City of Dunkirk Projected Change in Households by Income 2016 - 2021**



**City of Dunkirk Projected Change in Household Age and Income 2016-2021**

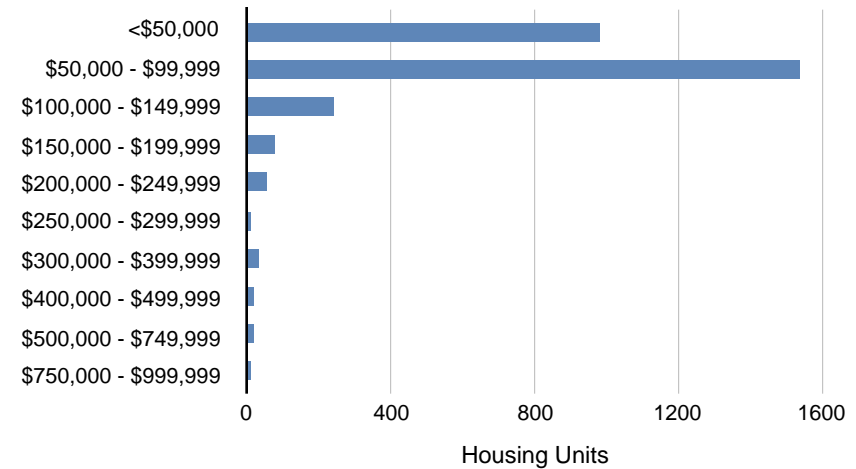


Source: ESRI BAO & Highland Planning

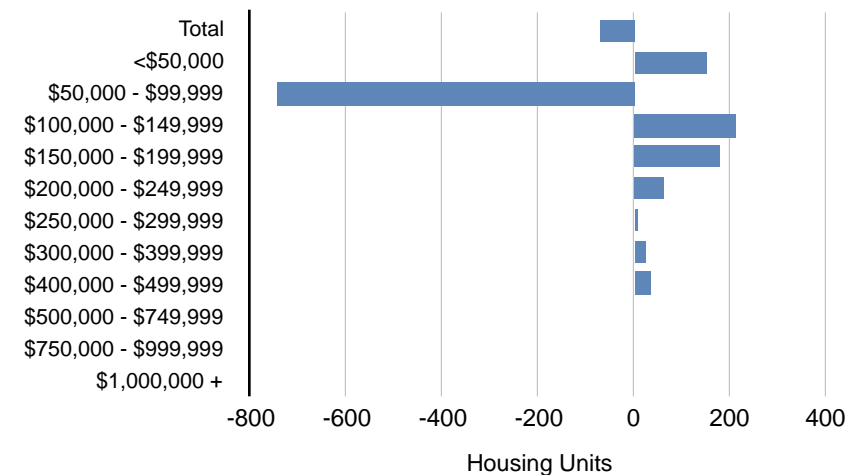
Changes in households and income are important to note and weigh against the existing housing stock. ESRI reports that 84% of owner occupied houses are valued under \$100,000. While this may mean it is affordable, it may also not provide the quality of housing that new middle income households are looking for. The age and income trends together with anecdotal evidence from interviews, suggests there is a market for lake-front living in units of a quality that is not currently available.

The huge percentage of housing valued under \$100,000 suggests a secondary problem. This stock appears to be facing obsolescence. A housing strategy should be developed to consider the future of these units. City guidance may be required to encourage renovation, reinvestment or reuse.

**City of Dunkirk Owner Occupied Housing Units by Value 2016**



**City of Dunkirk Projected Change in Owner Occupied Housing Units by Value 2016 - 2021**



Source: ESRI BAO & Highland Planning



### Dunkirk Projected Change in Household Age and Income 2016-2021

2016-2021	<25	25-34	35-44	45-54	55-64	65-74	75+	Net
HH Income Base	-35	-20	21	-74	-97	102	2	-101
<\$24,999	-9	9	10	-18	-29	57	30	50
\$25,000-\$49,999	-25	-57	-49	-61	-79	-27	-48	-346
\$50,000-\$74,999	0	19	30	2	5	44	8	108
\$75,000-\$99,999	-1	5	16	-1	0	17	7	43
\$100,000+	0	4	14	4	6	11	5	44

This sample projection suggests a net demand for 50 households with incomes below \$24,000. These households may well find space vacated by the \$25,000 to \$49,000 group. There appears to be an additional demand for 100+ units for incomes between \$50,000 and \$75,000 and 80+ units above \$75,000.

This does not take into account the impact of Athenex opening at the north end of town, creating 400 new jobs. While income levels of these workers were not identified for this analysis, there will likely be new households associated with the plant opening. Beyond the direct impact, forecasts suggest an additional 400 indirect jobs will be created by the new facility. Based on this, and the existing commuting patterns split between Dunkirk and Fredonia, we believe it is reasonable to project that 50% of these new employees will make their home in Dunkirk. For the purposes of our projections these 400 (out of 800

### Dunkirk Projected Demand for New Housing

Income	2016-2021
<\$24,999	50
\$25,000-\$49,999	54
\$50,000 - \$74,999	108
\$75,000 +	87
<b>Total</b>	<b>299</b>

Source: ESRI BAO & Highland Planning

total new jobs related to the Athanex facility) replacement units have been added back to the \$25,000 to \$50,000 income category. (Included in table "Dunkirk Projected Demand for New Housing.") Together this suggests a market for up to 300 new housing units, with particular demand from households earning over \$50,000 per year.

It is important to note again that these numbers are projections based on past trends and may be exceeded or may not transpire at all depending on developments in the City. The market groups identified in this projection would be attracted to the amenities of a rejuvenated waterfront and walkable downtown. Already the 180 units planned by private development are not directed to the downtown lakefront area, but adjoining a private waterfront. To attract this potential development to downtown will require coordination of the waterfront development, and improvement of public amenities.

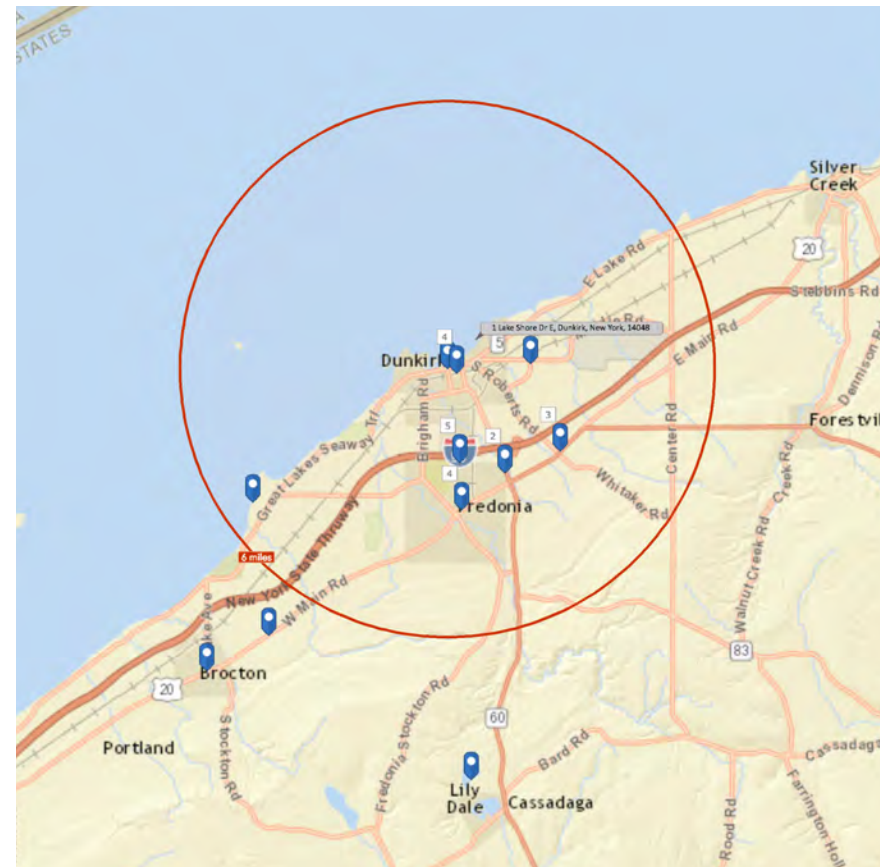
# Retail

With their proximity, Dunkirk and Fredonia share a retail market. A six mile radius, equivalent to approximately a 12 minute driving radius, encompasses both municipalities, their dominant neighborhoods and commuting ranges and local retail facilities. To reach another concentration of services, residents would likely have to travel to Buffalo or Jamestown. Local services are primarily on Bennet Road and Main Street in Fredonia, and in Dunkirk at a modest center around Main and 4th, with additional facilities along Central Avenue and scattered along Lake Shore Drive. The primary competition for retail in downtown Dunkirk are the suburban plazas and the traditional Main Street in Fredonia.

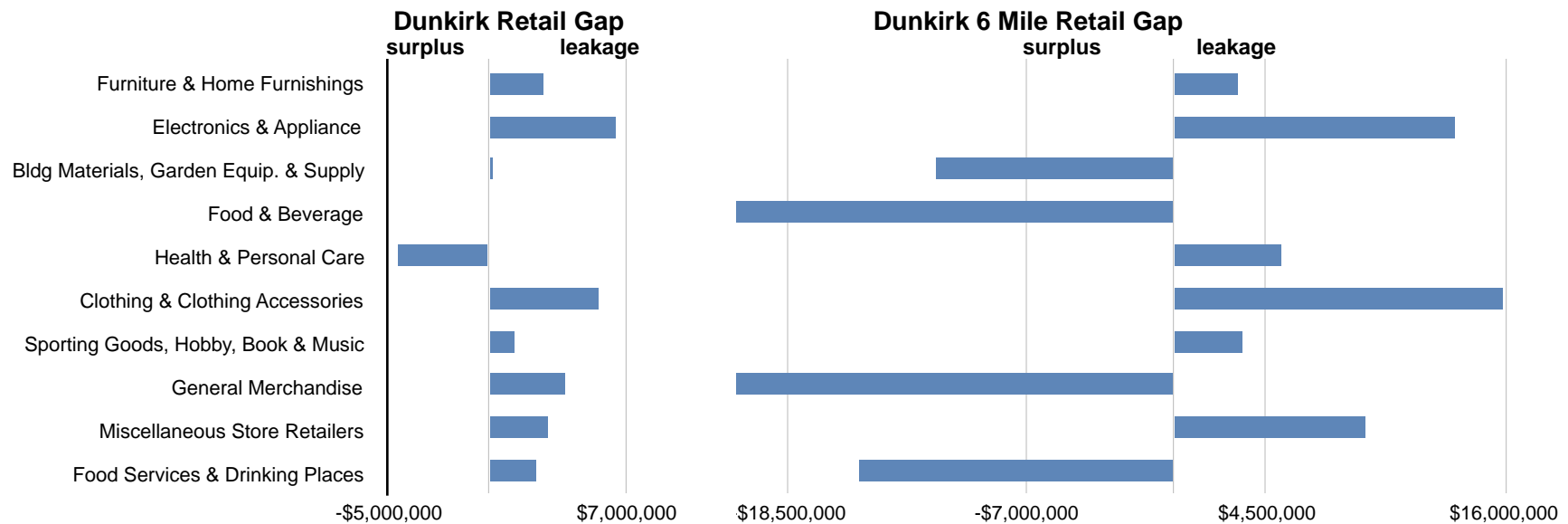


Central Avenue approaching the lake

## City of Dunkirk Retail Trade Area 6 Mile Radius & Retail Centers



Source: ESRI BAO & Highland Planning

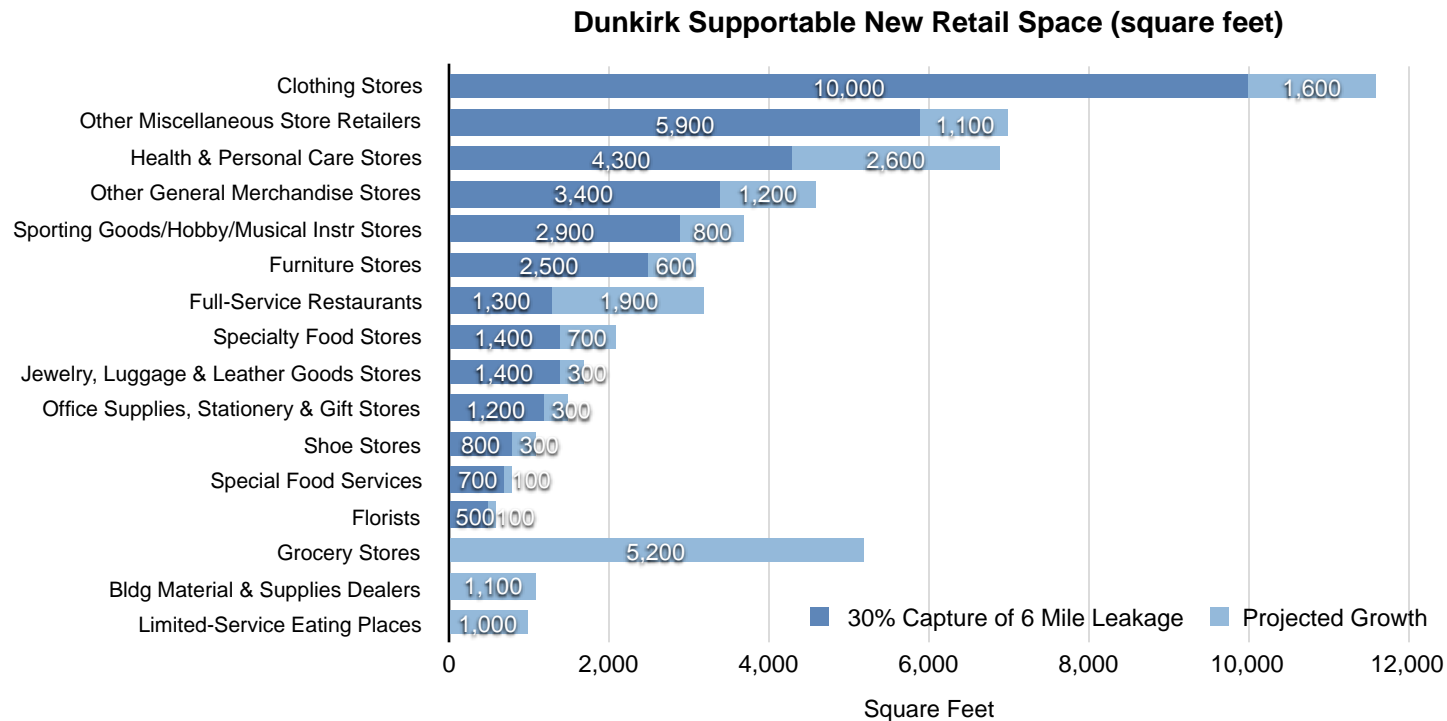


Source: ESRI BAO & Highland Planning

As mentioned previously, Dunkirk and Fredonia function as a combined market for retail services. As such, the 6 mile radius suggests net leakage of spending out of both municipalities in several categories, most notably Electronics and Appliances and Clothing & Accessories. However, Dunkirk itself has leakage in almost every retail category, suggesting the population may be underserved, and spending absorbed in Fredonia and the adjacent suburbs. Despite this, the demographic shifts outlined in the Population & Housing section, suggest a net increase in median and aggregate income in Dunkirk, increasing the demand for retail services in the City. Additional market support for retail development may come from Marina tourism as amenities at the water are expanded, but the depth of market is difficult to assess.

Recapturing this leakage in Downtown Dunkirk requires several strategies. In order to best support the market for downtown services in both municipalities suburban plaza development should be discouraged. Second, downtown retail services should be clustered to best provide a destination. Central Avenue already has retail business frontages and has the potential to be such a destination. The intersection of Central and Lake could provide a “100%” corner to build outwards from. This strategy builds on the development of the waterfront that would provide exposure and additional tourist spending. The development of the waterfront could then stimulate retail development on this corridor.





*Source: ESRI BAO & Highland Planning*

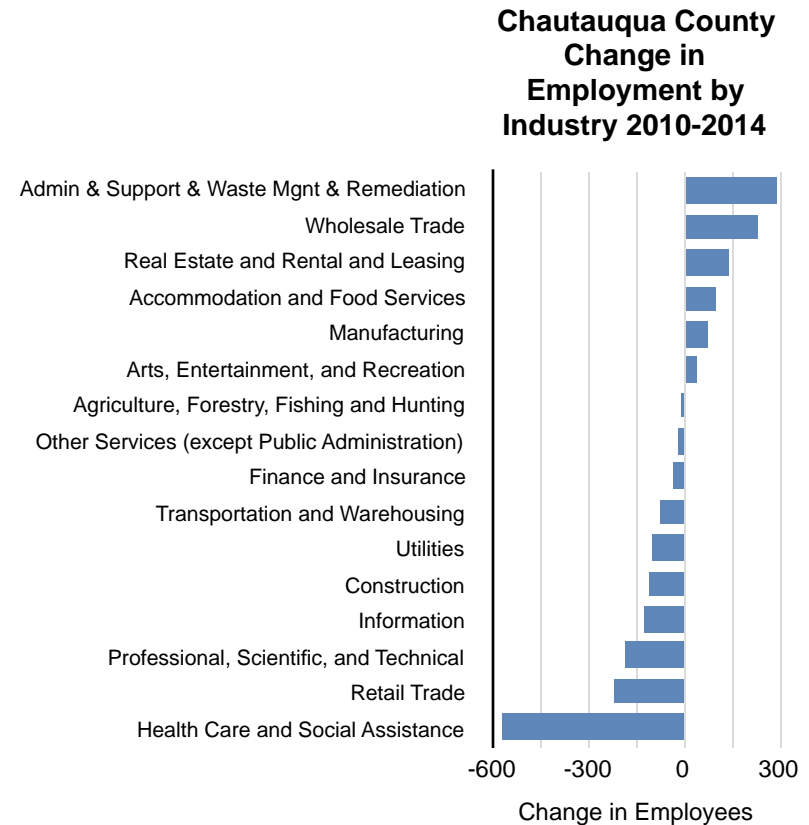
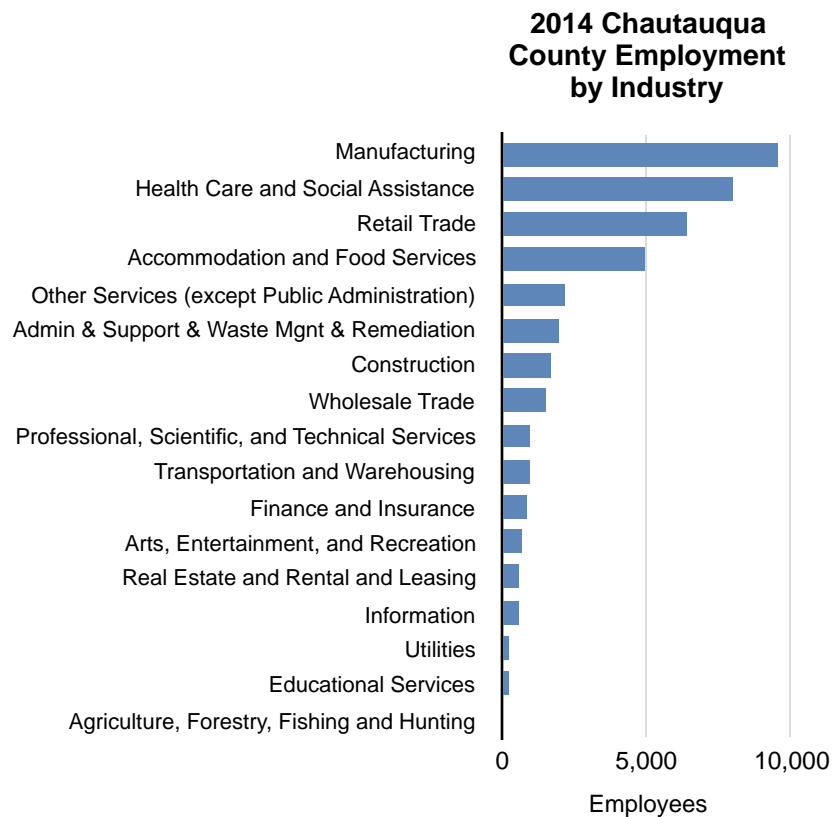
<sup>2</sup>Our analysis assumes that 30% of leakage outside the 6 mile trade radius encompassing Dunkirk and Fredonia could be recaptured with services that were better located and suited to the existing and future residents of Dunkirk and the trade area. The recapture of leakage would support a modest 36,000 square feet of uses in a variety of categories. This is not a terrifically large amount of retail, in comparison to a 100,000+ square foot Walmart. But it could be arranged with around 24 small businesses

ranging from a 500 square foot florist to a 4,000 square foot pharmacy that together would constitute a downtown retail destination. <sup>3</sup>Over time as the market grows there should be support for an additional 11,000 square feet of services, including increased demand for neighborhood services of Grocery, Health and Personal Care and Full Service Restaurants.

<sup>2</sup> To determine supportable square feet of retail leakage in the 6 mile trade radius was divided by average sales per square foot. Most categories were assumed to require \$400 per square foot except electronics and jewelry stores that were estimated to require \$600 per square foot. Local spending patterns were attributed to projected new household incomes to estimate new spending potential. All new household spending from growth was attributed to potential projected growth in all retail categories.

<sup>3</sup> Projected growth in retail spending is based on the projected household growth of 300 units at a range of incomes described in the previous section. The projected aggregate retail spending of these new households was added to existing demand to determine the supportable square feet of uses.

# Employment



Source: US Census County Business Patterns & Highland Planning

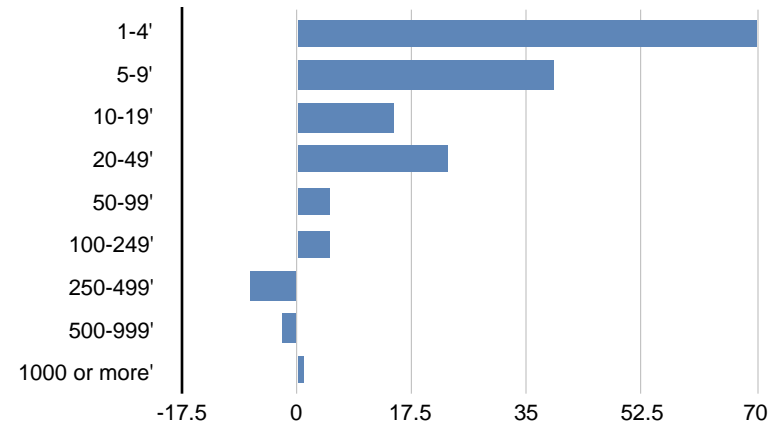
Although much of the country is seeing a shift away from traditional manufacturing, it is still the primary employment sector in Chautauqua County. Between 2010 and 2014 Manufacturing has seen an increase of 70 jobs in the County. Worryingly, the same period showed significant losses in Health Care and Retail Trade, the next largest employment sectors. Manufacturing in the region is led by Metal Fabrication(102,000 employees),

Food (93,000 employees), and Machinery Manufacturing (85,000 employees). Meanwhile, Wholesale Trade saw an impressive percentage of growth in the County between 2010 and 2014.

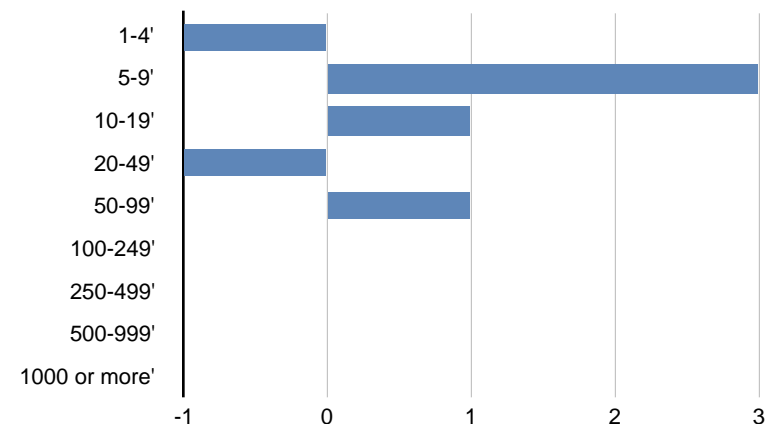
Within the food manufacturing industry there are some noticeable trends between the state and county. Statewide there was a decrease in the number of firms with 250 employees or more. With this data, we do not know if the firms shrank or went out of business. Meanwhile, there was an increase in the number of small firms with fewer than 50 employees, and many firms with fewer than 10 employees. We know that generally small businesses account for roughly 80% of new employment, and this trend suggests the same may be true within the Food Manufacturing industry. At the industry average for manufacturing of 535 square feet per employee, this means growth is likely in facilities with less than 25,000 square feet, and strongest in the ranges below 6,000 square feet.

In the same period between 2010 and 2014, Chautauqua County also saw growth in the number of firms with fewer than 20 employees. This is not the same as aggregate payroll or total number of employees where, obviously, the larger firms have a greater impact. The employment by one firm with 50 employees is greater than that of the three new firms with less than 10 employees and one with less than 20. Still, it is an important part of industry growth to nurture small firms, and this segment should not be ignored. Since the data has identified Food Manufacturing as an existing industry cluster, and there is local talent trained in the industry, and growth starts in small firms, there may be an opportunity for developing a shared commercial kitchen to incubate new food manufacturers in Dunkirk. Where 8% of new 5-9 employee firms in the state are located in this county, there may be an opportunity to launch a similar share of new 1-4 employee firms in the state as well. (Also, note that the negative numbers in Chautauqua County may reflect firms that grew and moved into higher employment classes.)

**Change in NY State Food Manufacturing Firms by Employment-Size 2010-2014**



**Change in Chautauqua County Food Manufacturing Firms by Employment Size 2010- 2014**



Source: US Census County Business Patterns & Highland Planning



# Conclusions

Dunkirk was greatly impacted by the decline in manufacturing over the last 30 years and has felt the associated contraction of population.

Dunkirk and Fredonia share an economic market for employment, housing and retail services. Their economic future is tied together by geography.

There is a potential new housing market for young professionals and retirees with above median incomes.

The existing housing stock is not likely suited to accommodate the preferences of potential new residents.

Retail services are currently absorbed primarily by suburban plazas. There is leakage both out of Dunkirk into the suburbs and out of the Dunkirk/Fredonia area.

New retail services may be able to recapture some of the leakage to better serve downtown residents without access to services. Further growth will be enabled by potential new residents.

Although Manufacturing has seen a historical decline, it remains the largest employment industry and one of the categories of recent growth. As such, there may be opportunities to encourage further growth in small manufacturing businesses.

Focusing investment in Dunkirk will require a plan, coordination and leadership. Starting with an investment in the waterfront, follow-on investment is possible in new residential and retail uses.

A plan to revitalize the waterfront can attract tourists and investment, and put underutilized land back into productive use.



Lake Shore Drive – two different sides



Precedent; Lake George Frontage Road

## Appendix B

### Priority Site Profiles

## Site No. 1 - Waterfront Block



❖ Consisting of 9 parcels:

1. 79.11-1-11
  - **Address:** 66 Lake Shore Drive East
  - **Property Class:** 330 – Vacant Land in Commercial Area
  - **Owner:** City of Dunkirk
2. 79.11-1-12
  - **Address:** 68 Lake Shore Drive East
  - **Property Class:** 330 – Vacant Land in Commercial Area
  - **Owner:** City of Dunkirk
3. 79.11-1-13
  - **Address:** 70 Lake Shore Drive East
  - **Property Class:** 330 – Vacant Land in Commercial Area
  - **Owner:** City of Dunkirk
4. 79.11-1-14
  - **Address:** 15 North Deer Street
  - **Property Class:** 330 – Vacant Land in Commercial Area
  - **Owner:** City of Dunkirk
5. 79.11-1-17
  - **Address:** 76 Lake Shore Drive East
  - **Property Class:** 330 – Vacant Land in Commercial Area
  - **Owner:** City of Dunkirk
6. 79.11-1-15
  - **Address:** North Deer Street
  - **Property Class:** 330 – Vacant Land in Commercial Area
  - **Owner:** City of Dunkirk
7. 79.11-1-16
  - **Address:** 5 North Deer Street
  - **Property Class:** 330 – Vacant Land in Commercial Area
  - **Owner:** City of Dunkirk
8. 79.11-1-18
  - **Address:** 80 Lake Shore Drive East
  - **Property Class:** 330 – Vacant Land in Commercial Area
  - **Owner:** City of Dunkirk
9. Deer Street
  - **Address:** N/A
  - **Property Class:** Roadway Right-of-Way
  - **Owner:** City of Dunkirk

❖ **Total Size:** 2.97 acres

❖ **Zoned:** C1 – Tourism Commercial District

❖ **Current Use:** Vacant land

❖ **Location:** North of the intersection of Lake Shore Drive and Deer Street

❖ **Adjacent:**

- **West:** The Clarion Hotel Marina & Conference Center
- **East:** Tim Hortons Plaza, and the Joseph J. Steger Apartments

❖ **Environmental Concerns:** Historically a gasoline filling station was operated on Parcel 8 in the late 1940's

❖ **Natural or Cultural Resources:** Adjacent to Chadwick Bay

❖ **Infrastructure:**

1. **Water** – Under Lake Shore Drive
2. **Sanitary** – Under Lake Shore Drive
3. **Storm** – Under Deer Street and adjacent to Clarion Hotel



❖ **Redevelopment Opportunities:** Proposed as a future destination hotel and restaurant.



## Site No. 2 – Stefans Block



❖ Consisting of 5 parcels:

1. 79.01-1-25
  - Address: 24 Lake Shore Drive West
  - Property Class: 570 - Marina
  - Owner: Pier LLC
2. 79.01-1-26.2
  - Address: Lake Shore Drive West
  - Property Class: 330 – Vacant Land in Commercial Area
  - Owner: Pier LLC
3. 79.01-1-26.1
  - Address: Lake Shore Drive West
  - Property Class: 330 – Vacant Land in Commercial Area
  - Owner: City of Dunkirk
4. 79.01-1-27
  - Address: 18 Lake Shore Drive West
  - Property Class: 331 – Commercial Vacant Land with Minor Improvements
  - Owner: DLDC Real Property LLC
5. 79.01-1-28
  - Address: Lake Shore Drive West
  - Property Class: 438 – Parking Lot
  - Owner: DLDC Real Property LLC

- ❖ **Total Size:** 1.91 acres
- ❖ **Zoned:** C1 – Tourism Commercial District
- ❖ **Current Use:** Vacant
- ❖ **Located:** Lakeshore Drive at northern terminus of Eagle Street
- ❖ **Adjacent:**
  1. **West:** Memorial Park
  2. **East:** Demetri's on the Lake Restaurant
- ❖ **Environmental Concerns:** Subsurface petroleum contamination above NYSDEC CP-51 standards was identified. The NYSDEC spill file indicates that additional remedial work is required; however due to a transition in ownership this work has not happened to date.
- ❖ **Natural or Cultural Resources:** Adjacent to Chadwick Bay
- ❖ **Infrastructure:**
  1. **Water** – Under Lake Shore Drive
  2. **Sanitary** – Under Lake Shore Drive
  3. **Storm** – Under Eagle Street



- ❖ **Redevelopment Opportunities:** Plans for a boating and tackle store along with marina rehabilitation.

## Site No. 3 – Masonic Temple



❖ Consisting of 2 parcels:

1. 79.14-6-39
  - Address: 323-325 Central Avenue
  - Property Class: 330 – Vacant Land in Commercial Area
  - Owner: 323-325 Central Ave LLC
2. 79.14-6-40
  - Address: 335-339 Central Avenue
  - Property Class: 481 – Downtown Row Type
  - Owner: GH Graf Realty Corp

❖ **Total Size:** 0.65 acres

❖ **Zoned:** CBD – Central Business District

❖ **Current Use:** Vacant Land

❖ **Located:** West side of Central Ave between 3<sup>rd</sup> and 4<sup>th</sup> Streets.

❖ **Adjacent:**

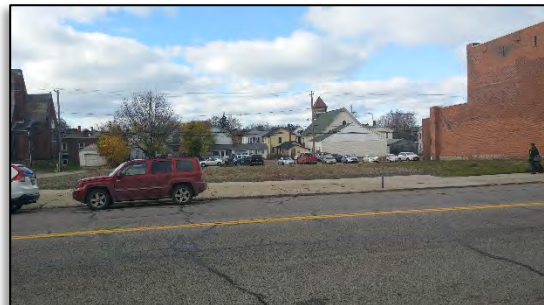
1. **North:** Chautauqua County North County Office Building
2. **South:** Community Bank
3. **East:** Restaurant and Health Services
4. **West:** Parking lots

❖ **Environmental Concerns:** No known environmental concerns.

❖ **Natural or Cultural Resources:** Within the historic district

❖ **Infrastructure:**

1. **Water** – Mains under 3<sup>rd</sup> and 4<sup>th</sup> Street
2. **Sanitary** – Under Central Avenue
3. **Storm** – Under Washington Avenue



❖ **Redevelopment Opportunities:** Downtown Mixed Use Corridor Development



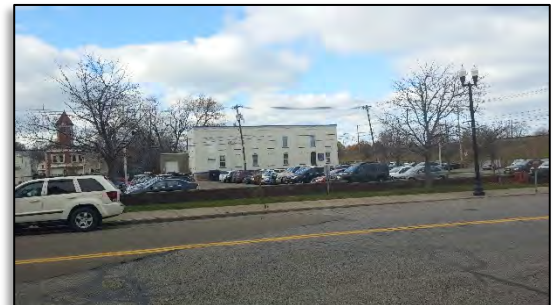
## Site No. 4 – County Parking Lot



Consisting of 8 parcels:

1. 79.14-6-12
  - **Address:** 9 West Third Street
  - **Property Class:** 438 – Parking Lot
  - **Owner:** City of Dunkirk
2. 79.14-6-13
  - **Address:** 7 West Third Street
  - **Property Class:** 438 – Parking Lot
  - **Owner:** City of Dunkirk
3. 79.14-6-16
  - **Address:** 301 Central Avenue
  - **Property Class:** 438 – Parking Lot
  - **Owner:** City of Dunkirk
4. 79.14-6-15
  - **Address:** 305 Central Avenue
  - **Property Class:** 481 – Downtown Row Type
  - **Owner:** GH Graf Realty Corp
5. 79.14-6-14
  - **Address:** 307 Central Avenue
  - **Property Class:** 438 – Parking Lot
  - **Owner:** City of Dunkirk
6. 79.14-6-35
  - **Address:** 309 Central Avenue
  - **Property Class:** 438 – Parking Lot
  - **Owner:** City of Dunkirk
7. 79.14-6-36
  - **Address:** 311 Central Avenue
  - **Property Class:** 438 – Parking Lot
  - **Owner:** City of Dunkirk
8. 79.14-6-37
  - **Address:** 313-317 Central Avenue
  - **Property Class:** 438 – Parking Lot
  - **Owner:** City of Dunkirk

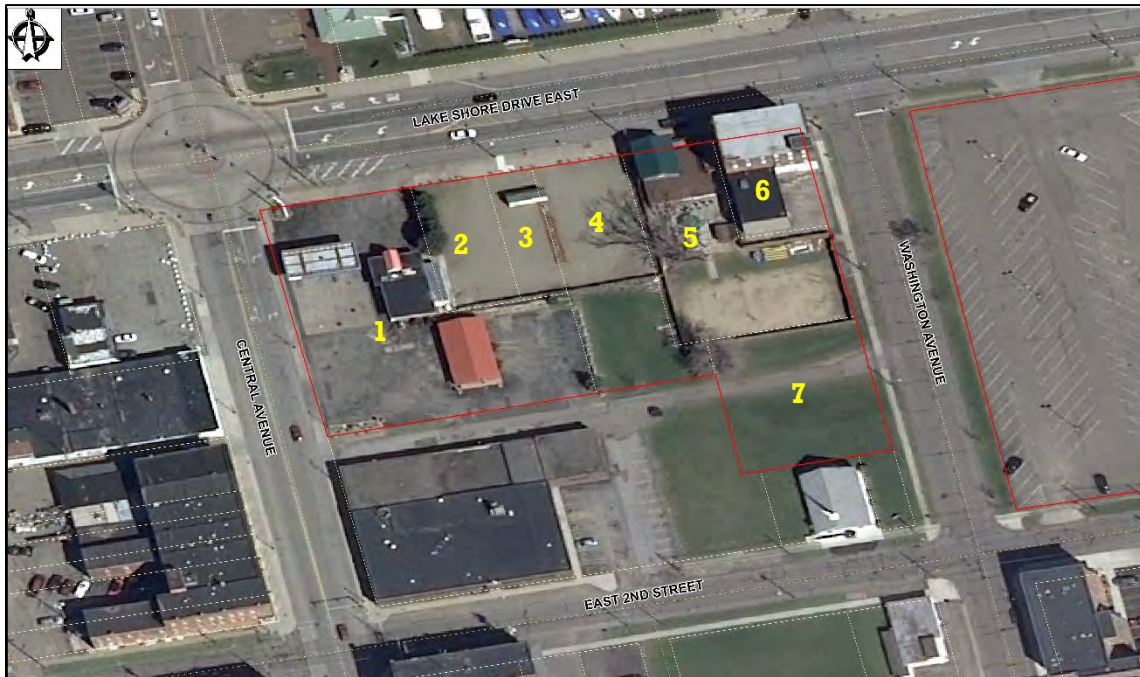
- ❖ **Total Size:** 0.53 acres
- ❖ **Zoned:** CBD – Central Business District
- ❖ **Current Use:** Parking Lot
- ❖ **Located:** At Central Avenue and West 3<sup>rd</sup> Street.
- ❖ **Adjacent:**
  1. **North:** Railroad
  2. **South:** Chautauqua County North County Office Building
  3. **East:** Medical Services facilities & Boutique
  4. **West:** Printing company and parking lot
- ❖ **Environmental Concerns:** No known environmental concerns on the site itself; however there was a historical spill (2004) of 50-gallons of lube oil on the RR tracks to the north. This spill was cleaned up and the NYSDEC did not require any further action.
- ❖ **Natural or Cultural Resources:** Within the historic district
- ❖ **Infrastructure:**
  1. **Water** – Mains under 3<sup>rd</sup> and 4<sup>th</sup> Street
  2. **Sanitary** – Under Central Avenue
  3. **Storm** – Under Washington Avenue



- ❖ **Redevelopment Opportunities:** To remain a parking lot



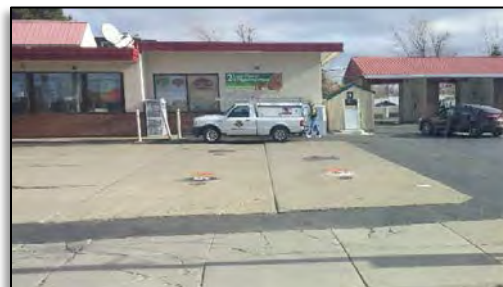
## Site No. 5 – Central Avenue Terminus Block



Consisting of 7 parcels:

1. 79.14-3-10
  - **Address:** 106-118 Central Avenue
  - **Property Class:** 486 – Minimart
  - **Owner:** Hawley Development Corp
2. 79.14-3-11
  - **Address:** 7-9 Lake Shore Drive East
  - **Property Class:** 331- Commercial Vacant Land with Minor Improvements
  - **Owner:** 7-9 Lake Shore Drive LLC
3. 79.14-3-12
  - **Address:** 11-13 Lake Shore Drive East
  - **Property Class:** 331- Commercial Vacant Land with Minor Improvements
  - **Owner:** 7-9 Lake Shore Drive LLC
4. 79.14-3-13
  - **Address:** 15-17 Lake Shore Drive East
  - **Property Class:** 331- Commercial Vacant Land with Minor Improvements
  - **Owner:** 7-9 Lake Shore Drive LLC
5. 79.14-3-76
  - **Address:** 19 Lake Shore Drive East
  - **Property Class:** 425- Bar
  - **Owner:** Robert Angelo Inc.
6. 79.14-3-20
  - **Address:** 23-25 Lake Shore Drive East
  - **Property Class:** 714-Light Industrial and Processing
  - **Owner:** Sam Avny
7. 79.14-3-35
  - **Address:** 115-117 Washington Avenue
  - **Property Class:** 330 - Vacant Land Located in Commercial Areas
  - **Owner:** Ogden Newspaper of NY

- ❖ **Total Size:** 1.89 acres
- ❖ **Zoned:** CBD – Central Business District
- ❖ **Current Use:** Commercial
- ❖ **Located:** Southeast of the intersection of Central Avenue and Lake Shore Drive East.
- ❖ **Adjacent:**
  1. **North:** Boat Storage Lot
  2. **East:** Boat Storage and Parking Lot
  3. **South:** Newspaper
  4. **West:** Row commercial buildings
- ❖ **Environmental Concerns:** Historically a gasoline filling station was operated on Parcel 1 in the late 1940s. Also there is residual petroleum contamination in the subsurface on the Marina to the north.
- ❖ **Natural or Cultural Resources:** Within the historic district
- ❖ **Infrastructure:**
  1. **Water** – Under Central Avenue and Lake Shore Drive
  2. **Sanitary** – Under Central Avenue and Lake Shore Drive
  3. **Storm** – North of Lake Shore Drive



- ❖ **Redevelopment Opportunities:** Commercial development and expansion of existing businesses

## Site No. 6 – Faith Baptist Church Block



Consisting of 7 parcels:

1. 79.14-3-21
  - **Address:** Lake Shore Drive
  - **Property Class:** 438 – Parking Lot
  - **Owner:** City of Dunkirk
2. 79.14-3-31
  - **Address:** 32 East 2<sup>nd</sup> Street
  - **Property Class:** 620 – Religious
  - **Owner:** Faith Baptist Church
3. 79.14-3-29
  - **Address:** 115 Park Avenue
  - **Property Class:** 311 – Residential Vacant Land
  - **Owner:** City of Dunkirk
4. 79.14-3-28
  - **Address:** 109 Park Avenue
  - **Property Class:** 210 – One Family Year-Round Residence
  - **Owner:** Inc. Faith Baptist Church
5. 79.14-3-27
  - **Address:** 107 Park Avenue
  - **Property Class:** 311 – Residential Vacant Land
  - **Owner:** City of Dunkirk
6. 79.14-3-26
  - **Address:** 105 Park Avenue
  - **Property Class:** 311 – Residential Vacant Land
  - **Owner:** City of Dunkirk

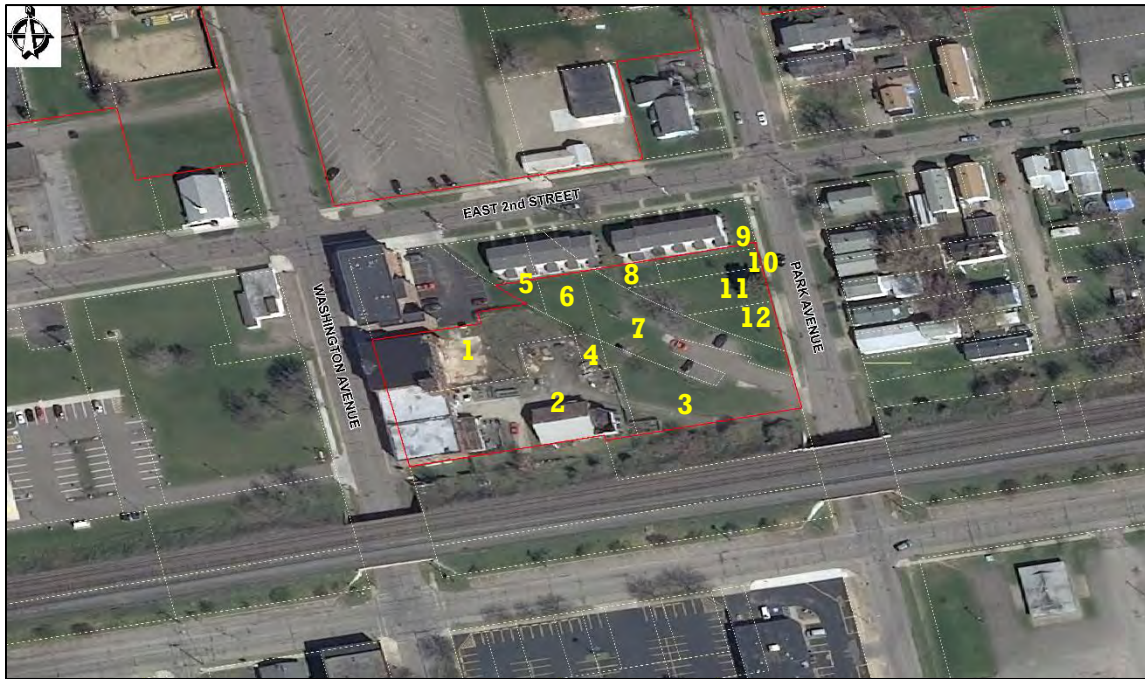
- ❖ **Total Size:** 2.33 acres
- ❖ **Zoned:** C1 – Tourism Commercial District
- ❖ **Current Use:** Vacant Residential & Religious
- ❖ **Located:** Northeast of Washington and East 2<sup>nd</sup> Street.
- ❖ **Adjacent:**
  1. **North:** Clarion Hotel
  2. **South:** Multi-family residential
  3. **East:** Residential and vacant
  4. **West:** Underutilized commercial
- ❖ **Environmental Concerns:** Historically (early to mid-1900s) rail lines traversed Parcel 1 north/south. Also, a number of petroleum tanks along with petroleum contaminated soils were removed from Parcels 2 & 3 in the late 90s through 2007. Residual contamination above TAGM remains. The NYSDEC listed the site as inactive and did not require any further remedial action.
- ❖ **Natural or Cultural Resources:** Within the Harbor Front District
- ❖ **Infrastructure:**
  1. **Water** – Under Washington Avenue and Lake Shore Drive
  2. **Sanitary** – Under Washington Avenue and Lake Shore Drive
  3. **Storm** – North of Lake Shore Drive



- ❖ **Redevelopment Opportunities:** Commercial development.



## Site No. 7 – Mulholland Block



❖ **Consisting of 12 parcels:**

1. 79.57-1-81
  - Address: 208-214 Washington Avenue
  - Property Class: 481- Downtown Row Type
  - Owner: Washington Ave Revitalization Company LLC
2. 79.57-1-79
  - Address: 220 Washington Avenue
  - Property Class: 481- Downtown Row Type
  - Owner: Phillip Paradis
3. 79.57-1-75
  - Address: 215 Park Avenue
  - Property Class: 438 – Parking Lot
  - Owner: City of Dunkirk Housing Authority
4. 79.57-1-80
  - Address: Park Ave Rear
  - Property Class: 330 – Vacant Land in Commercial Areas
  - Owner: City of Dunkirk Housing Authority
5. 79.57-1-73
  - Address: East 2<sup>nd</sup> Street
  - Property Class: 330 – Vacant Land in Commercial Areas
  - Owner: City of Dunkirk Housing Authority
6. 79.57-1-2
  - Address: East 2<sup>nd</sup> Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: City of Dunkirk Housing Authority
7. 79.57-1-73
  - Address: East 2<sup>nd</sup> Street
  - Property Class: 330 – Vacant Land in Commercial Areas
  - Owner: City of Dunkirk Housing Authority
8. 79.57-1-70
  - Address: East 2<sup>nd</sup> Street
  - Property Class: 330 – Vacant Land in Commercial Areas
  - Owner: City of Dunkirk Housing Authority
9. 79.57-1-69
  - Address: East 2<sup>nd</sup> Street
  - Property Class: 330 – Vacant Land in Commercial Areas
  - Owner: City of Dunkirk Housing Authority
10. 79.57-1-71
  - Address: 207 Park Avenue
  - Property Class: 311 – Residential Vacant Land
  - Owner: City of Dunkirk Housing Authority
11. 79.57-1-72
  - Address: Park Avenue
  - Property Class: 311 – Residential Vacant Land
  - Owner: City of Dunkirk Housing Authority
12. 79.57-1-74
  - Address: 211 Park Avenue
  - Property Class: 330 – Vacant Land in Commercial Areas
  - Owner: City of Dunkirk Housing Authority

❖ **Total Size:** 1.57 acres

❖ **Zoned:** C2 – Community Business District

❖ **Current Use:** Vacant Residential & Commercial

❖ **Located:** Southeast of Washington and East 2<sup>nd</sup> Street.

❖ **Adjacent:**

1. **North:** Faith Baptist Church
2. **South:** Railroad
3. **East:** Residential
4. **West:** Tech Incubator

❖ **Environmental Concerns:** Historically (early to mid-1900s) rail lines traversed Parcels 3 and 5-7; and an auto sales and service facility was on 2 (late 1940s). Parcel 1 was a former BCP site (removed in 2003). Currently there are no known environmental concerns for this parcel.

❖ **Natural or Cultural Resources:** Parcels; 1,2,4,5 and 6 are within the Historic District

❖ **Infrastructure:**

1. **Water** – Under Washington Avenue and 2<sup>nd</sup> Street
2. **Sanitary** – Under Washington Avenue
3. **Storm** – North of Lake Shore Drive



❖ **Redevelopment Opportunities:** Middle income housing.



## Site No. 8 – Sam Family Farm



❖ Consisting of 3 parcels:

1. 79.11-1-70
  - **Address:** 67 Lake Shore Drive East
  - **Property Class:** 330 – Vacant Land in Commercial Areas
  - **Owner:** Lawrence G. Spacciapolli
2. 79.11-1-80
  - **Address:** 65 Lake Shore Drive East
  - **Property Class:** 210 – One Family Year-Round Residence
  - **Owner:** A Sam Family Farm LLC (listed as Merged out 2013)
3. 79.11-1-81
  - **Address:** 59-61 Lake Shore Drive East
  - **Property Class:** 484 – One Story Small Structure
  - **Owner:** A Sam Family Farm LLC (listed as Merged out 2013)

❖ **Total Size:** 1.48 acres

❖ **Zoned:** C1 – Tourism Commercial District

❖ **Current Use:** Vacant Commercial

❖ **Located:** Southeast of Lake Shore Drive and Park Avenue

❖ **Adjacent:**

1. **East, West, South:** Residential
2. **North:** Vacant

❖ **Environmental Concerns:** 2 underground gasoline storage tanks were removed from Parcel 1 along with contaminated soils, slight contamination remains. The NYSDEC closed the site and listed it as inactive. North of Parcel 3 within the Lakeshore ROW were 2 gasoline USTs (late 1940s). Also an auto sales and service facility was on the parcel around the same time period.

❖ **Natural or Cultural Resources:** Within the Harbor Front District

❖ **Infrastructure:**

1. **Water** – Under Lake Shore Drive and Park Avenue
2. **Sanitary** – Under Lake Shore Drive and Deer Street
3. **Storm** – North of Lake Shore Drive



❖ **Redevelopment Opportunities:** Farmer's Market/ Regional Produce and goods.

## Site No. 9 – Main Street Corner West



❖ Consisting of 14 parcels:

1. 79.11-1-54
  - Address: Lake Shore Drive East
  - Property Class: 330 – Vacant Land Located in Commercial Areas
  - Owner: Lawrence F. Spacciapoli
2. 79.11-1-39
  - Address: 103 Lake Shore Drive East
  - Property Class: 330 – Vacant Land Located in Commercial Areas
  - Owner: Lawrence Spacciapoli
3. 79.11-1-54
  - Address: 105-107 Lake Shore Drive East
  - Property Class: 433 – Auto Body, Tire Shops, Other Related Auto Sales
  - Owner: Lawrence Spacciapoli
4. 79.11-1-53
  - Address: Leopard Street
  - Property Class: 312 – Residential Land with a Small Improvement
  - Owner: Dunkirk Local Development Corp.
5. 79.11-1-41
  - Address: 109 Main Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: Dunkirk Local Development Corp.
6. 79.11-1-42
  - Address: 109 Main Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: Dunkirk Local Development Corp.
7. 79.11-1-42
  - Address: 111 Main Street
  - Property Class: 210 – One Family Year-Round Residence
  - Owner: H & H Development Corp
8. 79.11-1-52
  - Address: Leopard Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: Andinco Properties Inc.
9. 79.11-1-43
  - Address: 113 Main Street
  - Property Class: 220 – Two Family Year-Round Residence
  - Owner: Andinco Properties Inc.
10. 79.11-1-51
  - Address: Leopard Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: Gregory M. Sek
11. 79.11-1-50
  - Address: Leopard Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: James G. Sullivan
12. 79.11-1-51
  - Address: 117 Main Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: James G. Sullivan

13. 79.11-1-49
  - Address: 72 East 2nd Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: James G. Sullivan
14. 79.11-1-48
  - Address: 74 East 2nd Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: Rivera Catalina

❖ **Total Size:** 1.48 acres

❖ **Zoned:** C1 – Tourism Commercial District

❖ **Current Use:** Vacant Residential

❖ **Located:** Southwest of Main Street & Lake Shore Drive

❖ **Adjacent:**

1. **North, South, East, West:** Residential and vacant
- ❖ **Environmental Concerns:** No known environmental concerns
- ❖ **Natural or Cultural Resources:** Within the Harbor Front District
- ❖ **Infrastructure:**
  1. **Water** – Under Lake Shore Drive and Main Street
  2. **Sanitary** – Under Lake Shore Drive and Main Street
  3. **Storm** – Under Leopard Street



❖ **Redevelopment Opportunities:** Middle income housing.



## Site No. 10 – Main Street Corner East



❖ Consisting of 17 parcels:

1. 79.11-7-1
  - Address: 102 Main Street
  - Property Class: 330 – Vacant Land Located in Commercial Areas
  - Owner: City Of Dunkirk
2. 79.11-7-2
  - Address: 115 Lake Shore Drive East
  - Property Class: 220 – Two Family Year-Round Residential
  - Owner: Jose A Gonzalez
3. 79.11-7-3
  - Address: 117 Lake Shore Drive East
  - Property Class: 220 – Two Family Year-Round Residential
  - Owner: Flora Gates
4. 79.11-7-4
  - Address: 121 Lake Shore Drive East
  - Property Class: 438 – Parking Lot
  - Owner: Renee S. Santiago
5. 79.11-7-5
  - Address: 123 Lake Shore Drive East
  - Property Class: 484 – One Story Small Structure
  - Owner: Renee S. Santiago
6. 79.11-7-7
  - Address: 127 Lake Shore Drive
  - Property Class: 311 – Residential Vacant Land
  - Owner: City Of Dunkirk
7. 79.11-7-56
  - Address: 104 Main Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: City Of Dunkirk
8. 79.11-7-56
  - Address: 106 Main Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: City Of Dunkirk
9. 79.11-7-64
  - Address: 107 South Beaver Street
  - Property Class: 210 – Single Family Year-Round Residential
  - Owner: Aurea Silva
10. 79.11-7-54
  - Address: 108 Main Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: City Of Dunkirk
11. 79.11-7-43
  - Address: 109 South Beaver Street
  - Property Class: 210 – Single Family Year-Round Residential
  - Owner: LeRoy Thomas
12. 79.11-7-53
  - Address: 110 Main Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: City Of Dunkirk

13. 79.11-7-44
  - Address: South Beaver Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: City Of Dunkirk
14. 79.11-7-52
  - Address: 112 Main Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: City Of Dunkirk
15. 79.11-7-45
  - Address: 113 South Beaver Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: William Green
16. 79.11-7-51
  - Address: 116-120 Main Street
  - Property Class: 311 – Residential Vacant Land
  - Owner: City Of Dunkirk
17. 79.11-7-50
  - Address: 122 Main Street
  - Property Class: 330 – Vacant Land Located in Commercial Areas
  - Owner: Irene M. Bebak

❖ Total Size: 1.31 acres

❖ Zoned: R1 – Single Family District

❖ Current Use: Vacant Residential

❖ Located: Southeast of Main St & Lake Shore Drive

❖ Adjacent:

1. North: Vacant
2. South and East: Residential
3. West: Residential and underutilized commercial

❖ Environmental Concerns: No known environmental concerns on the site itself. However, 6 USTs were removed from the Lakeshore ROW in front of 132 Lakeshore located northeast of this target site.

❖ Natural or Cultural Resources: within the Harbor Front District

❖ Infrastructure:

1. Water – Under Lake Shore Drive and Main Street
2. Sanitary – Under Lake Shore Drive and Main Street
3. Storm – North of Lake Shore Drive



❖ Redevelopment Opportunities: Middle income housing.



## Site No. 11 – Main Street Corner North



❖ Consisting of 4 parcels:

1. 79.11-2-57
  - **Address:** 114 Lake Shore Drive East
  - **Property Class:** 330 – Vacant Land Located in Commercial Areas
  - **Owner:** City Of Dunkirk
2. 79.11-2-56
  - **Address:** 116 Lake Shore Drive East
  - **Property Class:** 311 – Residential Vacant Land
  - **Owner:** Steven St George
3. 79.11-2-55
  - **Address:** 120 Lake Shore Drive East
  - **Property Class:** 311 – Residential Vacant Land
  - **Owner:** Steven St George
4. 79.11-2-58
  - **Address:** 120 Lake Shore Drive East
  - **Property Class:** 311 – Residential Vacant Land
  - **Owner:** City of Dunkirk Housing Authority

❖ **Total Size:** 0.35 acres

❖ **Zoned:** R1 – Single Family District

❖ **Current Use:** Vacant Residential

❖ **Located:** Northeast of Main Street & Lake Shore Drive

❖ **Adjacent:**

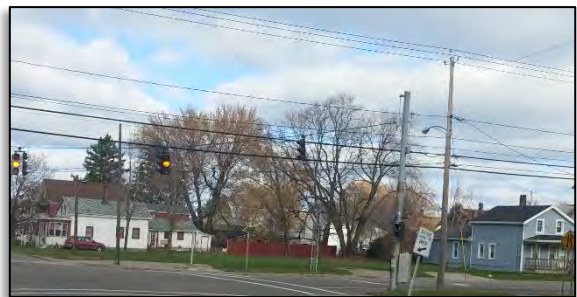
1. **North & East:** Residential
2. **South:** Commercial and residential
3. **West:** Commercial Tim Hortons Plaza

❖ **Environmental Concerns:** No known environmental Concerns

❖ **Natural or Cultural Resources:** Within the Harbor Front District

❖ **Infrastructure:**

1. **Water** – Under Lake Shore Drive and Main Street
2. **Sanitary** – Under Lake Shore Drive and Main Street
3. **Storm** – Under Leopard Street



❖ **Redevelopment Opportunities:** Middle income housing.

## Site No. 12 – Woodlands



❖ Consisting of 5 parcels:

1. Part of 62.04-1-81
  - **Address:** North Wright Park
  - **Property Class:** 593 – Picnic Grounds
  - **Owner:** City Of Dunkirk
2. 62.04-1-14
  - **Address:** North Wright Park
  - **Property Class:** 330 – Vacant Land in Commercial Areas
  - **Owner:** City Of Dunkirk
3. Part of 62.04-1-3
  - **Address:** 468 Lake Shore Drive East
  - **Property Class:** 210 – One Family Year-Round Residence
  - **Owner:** Robert E Notaro
4. Part of 62.04-1-2
  - **Address:** Lake Shore Drive East
  - **Property Class:** 311 – Residential Vacant Land
  - **Owner:** Kenneth J Koprowskiy
5. Part of 62.04-1-1
  - **Address:** Lake Shore Drive East
  - **Property Class:** 311 – Residential Vacant Land
  - **Owner:** Matthew K Bromber

- ❖ **Total Size:** 47.22 acres
- ❖ **Zoned:** R1 – Single Family District
- ❖ **Current Use:** Vacant Residential
- ❖ **Located:** North/northeast of the Ounce and Otter Street termini
- ❖ **Adjacent:**
  1. **South:** Residential
  2. **East:** Vacant
  3. **West:** Waste Water Treatment Facility
- ❖ **Environmental Concerns:** No known environmental Concerns
- ❖ **Natural or Cultural Resources:** Adjacent Lake Erie
- ❖ **Infrastructure:**
  1. **Water** – Under Wright Park Drive.
  2. **Sanitary** – Under Otter Street and Ounce Street
  3. **Storm** – South of Waste Water Treatment Facility.



- ❖ **Redevelopment Opportunities:** Middle income housing.



## Site No. 13 – Former Roblin Steel



❖ Consisting of 4 parcels:

1. 79.16-2-2 (former Edgewood Warehouse site)
  - **Address:** 320 South Roberts Road
  - **Property Class:** 710 – Manufacturing and Processing
  - **Owner:** County of Chautauqua
2. 79.16-2-5 (former Roblin Steel Site)
  - **Address:** 320 South Roberts Road
  - **Property Class:** 330 – Vacant Land in Commercial Areas
  - **Owner:** County of Chautauqua
3. 79.16-4-29 (former Roblin Steel Site)
  - **Address:** 320 South Roberts Road
  - **Property Class:** 710 – Manufacturing and Processing
  - **Owner:** County of Chautauqua
4. 79.16-4-30 (former Alumax Extrusions Site)
  - **Address:** 320 South Roberts Road
  - **Property Class:** 330 – Vacant Land in Commercial Areas
  - **Owner:** County of Chautauqua

❖ **Total Size:** 24.71 acres

❖ **Zoned:** M2 – General Industrial District

❖ **Current Use:** Vacant Residential

❖ **Located:** East of South Roberts Road

❖ **Adjacent:**

1. **North:** Railroad
2. **South & East:** Residential, commercial vacant and railroad
3. **West:** Residential and industrial

❖ **Environmental Concerns:**

1. Parcels 2, 3 & 4 have Site Management Plans (which dictate site excavation and monitoring activities) as well as use restrictions. Soil and groundwater contamination occurs on all parcels (heavy metals, VOCs and PAHs).
2. Parcel 1 has a NYSDEC ROD (i.e. the proposed remedial actions); which have yet to be implemented.

❖ **Natural or Cultural Resources:** None

❖ **Infrastructure:**

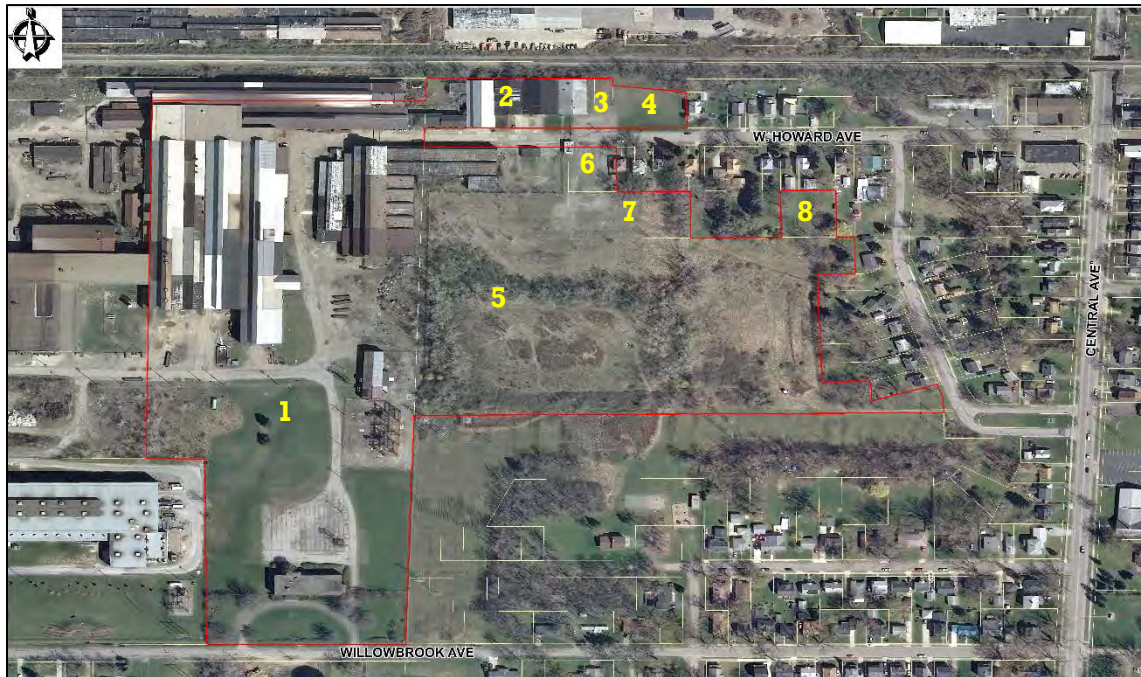
1. **Water** – Under South Roberts Road
2. **Sanitary** – Under South Roberts Road
3. **Storm** – Under South Roberts Road



- ❖ **Redevelopment Opportunities:** Potential Site for Brooks Memorial Hospital Relocation



## Site No. 14 – Former Al-Tech



❖ Consisting of 8 parcels:

1. Part of 96.06-3-78
  - **Address:** 830 Bringham Road
  - **Property Class:** 710 – Manufacturing and Processing
  - **Owner:** Dunkirk Acquisition LLC
2. 96.06-3-27
  - **Address:** West Howard Avenue
  - **Property Class:** 340 – Vacant Land Located in Commercial Areas
  - **Owner:** Dunkirk Acquisition LLC
3. 96.06-3-26
  - **Address:** 66 West Howard Avenue
  - **Property Class:** 340 – Vacant Land Located in Commercial Areas
  - **Owner:** Dunkirk Acquisition LLC
4. 96.06-3-25
  - **Address:** West Howard Avenue
  - **Property Class:** 340 – Vacant Land Located in Commercial Areas
  - **Owner:** Dunkirk Acquisition LLC
5. 96.06-3-77
  - **Address:** Bataan Avenue
  - **Property Class:** 340 – Vacant Land Located in Commercial Areas
  - **Owner:** Dunkirk Acquisition LLC
6. 96.06-3-28
  - **Address:** West Howard Avenue
  - **Property Class:** 340 – Vacant Land Located in Commercial Areas
  - **Owner:** Dunkirk Acquisition LLC
7. 96.06-3-29
  - **Address:** West Howard Avenue
  - **Property Class:** 340 – Vacant Land Located in Commercial Areas
  - **Owner:** Dunkirk Acquisition LLC
8. 96.06-3-29
  - **Address:** West Howard Avenue Rear
  - **Property Class:** 311 – Residential Vacant Land
  - **Owner:** Barbara A Spekczyński

❖ **Total Size:** 36.68 acres

❖ **Zoned:** M2 – General Industrial District

❖ **Current Use:** Industrial/ Vacant Industrial

❖ **Located:** At the west end of Howard Avenue and north of Willowbrook Avenue

❖ **Adjacent:**

1. **South & East:** Residential
2. **North & West:** Industrial

❖ **Environmental Concerns:** Parcel 1 is still in the NYSDEC superfund program; however, it is proposed that this portion of the site eventually be removed from this program. Chromium in subsurface soils is the primary contaminant of concern. The issues with the remaining parcels are unknown however, it's reasonable to assume potential issues could be similar to those on Parcel 1.

❖ **Natural or Cultural Resources:** None

❖ **Infrastructure:**

1. **Water** – Under Bringham Road
2. **Sanitary** – Under Howard Avenue
3. **Storm** – On site



❖ **Redevelopment Opportunities:** Expansion of existing industry and creation of new companion industries.

## Appendix C

### Community Participation Plan



# New York State Brownfield Opportunity Area Step 2 Nomination Study

City of Dunkirk, NY



## Community Participation Plan

September 21, 2016





HIGHLAND  
PLANNING

# Table of Contents

**Section 1: Project Overview and Approach** ..... 1

    I. Introduction..... 1

    II. Project Study Area ..... 1

    III. Objectives for Community Participation ..... 1

    IV. The Public Engagement Process..... 2

**Section 2: Target Audience** ..... 3

    I. Target Audience ..... 3

    II. Operations Committee ..... 4

    III. Steering Committee ..... 4

    IV. The Public ..... 4

**Section 3: Proposed Outreach Strategy** ..... 4

    I. Operations Committee Conference Calls and Meetings ..... 5

    II. Steering Committee Meetings ..... 5

    III. Stakeholder Interviews ..... 5

    IV. Economic Development Workshops ..... 5

    V. Public Meeting/Public Hearing ..... 6

**Section 4: Schedule** ..... 6

**Appendices**

    A. Project Study Area Map

    B. Operations and Steering Committee Members

    C. Project Schedule



HIGHLAND  
PLANNING

## Section 1: Project Overview and Approach

---

### I. Introduction

In 2009, the City of Dunkirk's Pre-Nomination Study (Step 1 of the BOA program) provided a preliminary analysis of brownfield sites within the City of Dunkirk and also included a description of the area's potential for redevelopment and revitalization.

The City of Dunkirk has now been awarded a subsequent grant from the New York State Department of State (NYSDOS) to perform a Step 2 Nomination Study that will focus on the downtown and waterfront areas as well as the area surrounding the former AL-Tech site (currently Dunkirk Specialty Steel and Special Metals Corporation), through the State Brownfield Opportunity Area (BOA) program.

By implementing the grant, the Step 2 Nomination Study will provide in-depth analysis of economic and market trends, opportunities, and reuse potential of the AL-Tech Focus Area. The ultimate goal of the study is to provide recommendations for advancing phased redevelopment of the Focus Area, revitalize the surrounding areas, and explore opportunities to expand the boundaries of the study to include adjacent sites.

This Community Participation Plan (CPP) is intended to detail the strategy to engage community members and stakeholders in the planning process. Additionally, it ensures the Steering Committee (SC) and Project Team (PT) have a clear understanding of the challenges and opportunities within the study area. The CPP is designed to be a living document, which will evolve as project and community conditions change, and is intended to be implemented even after the BOA process is complete.

### II. Project Study Area

Please refer to **Appendix A** for a map of the project study area.

### III. Objectives for Community Participation

The CPP is set forth with the following objectives:

- The Nomination Study is to be recognized by the community as an important guide to future planning, zoning/regulatory and redevelopment decisions for the Dunkirk BOA study area and the City of Dunkirk.
- The Nomination Study will further the vision of the community, enhance civic pride, and encourage participation in the long-range decision making for the study area.
- The outreach effort aims to engage a full range of stakeholders in the community, including residents, business owners, institutions and key community organizations.



HIGHLAND  
PLANNING

- The planning process should be transparent, and the public should have easy access to planning documents and project-related information.
- Build and reinforce existing community partnerships to facilitate consensus and implementation of the redevelopment plan.

#### IV. The Public Engagement Process

The public engagement process will build and sustain two-way communication regarding the redevelopment potential of the study area. Communication techniques will be tailored to the project based on local knowledge and should result in broad based consensus on various elements of the project seeking community input.

This Community Participation Plan intends to describe the public and stakeholder involvement efforts and the techniques used to engage those most directly impacted by the project. In addition, communication goals for project progress will be established, which identify critical points in the project process. Finally, this CPP is intended to formalize the commitment of the project sponsors and team to solicit meaningful input and engage the public and stakeholders throughout the process.

While the Plan is intended to provide a framework for public engagement, it is also intended to be a dynamic strategy. This plan is developed with the flexibility to evolve over the course of the project as the effectiveness of various tools and techniques are evaluated and modified to better suit the project and broader community.

The Plan's approach incorporates the following four steps to ensure a quality public engagement process:

- **Community Needs and Expectations:** Early in the process, the project team will identify key stakeholders and community leaders who are expected to represent the broader community. Target audiences for this Public Participation Plan are further described in Section 2.
- **Goals and Objectives:** The goals and objectives established in the CPP will enable the team to target outreach efforts. They aim to outline the public's role and provide a clear understanding of what will be achieved. The project goals are more fully discussed in Section 3 of this plan.
- **Tools & Outreach Strategies:** The tools and strategies identified in this CPP have been determined based on the teams' understanding of the community's expectation for involvement. The level of public participation is identified based on both project criteria as well as the community's expectations for involvement. The engagement and outreach techniques are more fully described in Section 4 of this Plan.



- **Plan Design & Monitoring:** Finally, the CPP will be designed based on the goals of the study, and will include techniques to support the goals and objectives. Techniques will additionally aim to engage and inform the general public and key stakeholders in a manner appropriate for the project. This plan will be flexible enough to respond to project level and community changes as the study progresses.

## Section 2: Target Audience

### I. Target Audience

A preliminary inventory of the targeted audience members and their respective project roles is identified in Table 2.0, below.

Target Audience	Anticipated Project Role
<b>Business Owners / Industrial Development Agency</b>	Identify the demand for county-wide industrial development opportunities and industrial/commercial/business districts.
<b>Municipalities/Elected Officials</b>	Aid the project team with an understanding of interrelated planning efforts and transportation projects, and ensuring project goals and direction are aligned with the community's vision and values.
<b>Developers</b>	Identify redevelopment and investment interests of shovel-ready properties located within the project area.
<b>Property Owners</b>	Identify desired future use of properties and/or plans for vacant and underutilized properties. Provide general project insight and reduce potential for incompatible land uses resulting from the project.
<b>Residents</b>	Provide understanding of issues and opportunities associated with corridor redevelopment and quality-of-life in their communities. Review proposed recommendations.
<b>Project Sponsors/Partners</b>	Enhance the public engagement process through oversight and guidance.
<b>Stakeholders</b>	Help guide the project team and assist with decision making by contributing local knowledge and through committee participation (e.g., Project Advisory Committee)

**TABLE 2.0 Target Audience & Project Roles**



HIGHLAND  
PLANNING

Key groups that will be engaged and referred to throughout the remainder of the project are further described in the following sections. Please refer to **Appendix B** for a listing of Operations and Steering Committee members.

## **II. Operations Committee (OC)**

The Operations Committee consists of the City of Dunkirk (project sponsors), the New York State Departments of State and Environmental Conservation and the project consultants (Barton & Loguidice (B&L), Vita Nuova (VN), Greenman-Pedersen, Inc. (GPI), Highland Planning (HP) and Sustainable Planning and Design (SPD)). The City of Dunkirk will be responsible for maintaining the contractual relationship with the consultant team. Staff from the City of Dunkirk will be directly involved with project development, and will assist with outreach efforts, public meetings and notices, as developed by the project consultants.

## **III. Steering Committee (SC)**

The project team has identified a preliminary list of key stakeholders to comprise the Steering Committee for the project. Members include representatives of municipalities, regional agencies, business organizations and key employers.

The Steering Committee is to serve as an advisory group to the project team and will provide input and guidance as the project progresses. Steering Committee meetings will be held at key points throughout the process to review and provide input on project material, and to obtain insight prior to public outreach events.

## **IV. The Public**

The public will be given opportunity to provide input on proposed redevelopment alternatives. The project consultants will work closely with the Operations and Steering Committees to identify opportunities to solicit feedback regarding potential redevelopment scenarios and potential future land uses. Outreach will focus specifically on residents, landowners, developers, and existing industries and businesses within the study area who may be impacted by the project.

## **Section 3: Proposed Outreach Strategy**

---

Collaboration among the City of Dunkirk, the Operations Committee, the Steering Committee, and the public will be critical to plan development. Input from these project participants will ensure consensus and understanding of the issues and opportunities associated with brownfield redevelopment, and identify champions for the plan's implementation.



The engagement techniques included within this project will include the following:

- Operations Committee Conference Calls and Meetings
- Steering Committee Meetings
- Stakeholder Interviews
- Economic Development Workshops
- Public Meeting and Public Hearing

#### **I. Operations Committee Conference Calls and Meetings**

The Operations Committee will monthly conference calls quarterly meetings throughout the project.

#### **II. Steering Committee Meetings**

The Steering Committee will hold quarterly meetings throughout the project.

#### **III. Stakeholder Interviews**

Individual interviews will be set up and conducted with the stakeholders identified above in Appendix B. The Project Team will use the information provided from the interviews to help build a detailed picture of the economic development opportunities and challenges with the AL-Tech Focus Area and surrounding community.

#### **IV. Economic Development Workshops**

The Project Team will conduct two (2) Economic Development Workshops throughout the project. The first workshop will be held to present the top ten sites that will be the focus of the project and to present the Market Analysis results. We anticipate holding this first workshop in October 2016. The project team will solicit input at the workshop for each of the top 10 sites to assist in identifying reuse potential.

The second workshop is anticipated for February 2017 and will focus on developing an economic strategy to advance the priority sites.

In addition to inviting selected individuals and agencies that will be impacted by the economic development of the area, other key stakeholders will also be invited to participate.





## V. Public Meeting/Public Hearing

The Project Team will conduct one (1) Public Meeting and one (1) Public Hearing during the project.

The Public Meeting is anticipated to be held in October 2016 to present the project to the public and solicit their input. This meeting will be held in the evening on the same day as the 1<sup>st</sup> Economic Development Workshop.

A Public Hearing will be held at the conclusion of the project and is anticipated to occur at a Common Council meeting. The purpose of this meeting will be to present the final plan for approval.

Meeting notices, flyers, etc. will be distributed via email, postings, web sites, social media as appropriate for both of these meetings.

## Section 4: Schedule

---

A draft working schedule for the project is included as **Appendix C**.





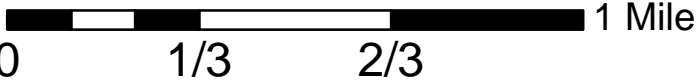
# Underutilized Site Location Map

## Legend

Figure No. 3

- Municipal Boundry City of Dunkirk
- Underutilized Study Sites
- Brownfield Opportunity Area

ID	SITE ADRESS	OWNER
01)	106 Point Dr N	Dunkirk Power LLC
02)	320 S Roberts Rd	County of Chautauqua
03)	320 S Roberts Rd	County of Chautauqua
04)	320 S Roberts Rd	County of Chautauqua
05)	320 S Roberts Rd	County of Chautauqua
06)	323-325 Central Ave	323-325 Central Ave, LLC
07)	335-339 Central Ave	G.H. Graf Realty Corp
08)	21 E Third St	Payne James M
09)	208-214 Washington Ave	Wash. Ave. Revital. Co. LLC
10)	220 Washington Ave	Philip Paradis
11)	24 Lake Shore Dr W	JSG Marina Holdings LLC
12)	214 Central Ave	The State of NY
13)	23-25 Lake Shore Dr E	Sam Avny
14)	223-225 Central Ave	Robert Wojcinski
15)	24 W Second St	Jermaine Batten
16)	85 Lake Shore Dr W	LLC Rotunda Properties
17)	61-63 Lake Shore Dr W	LLC Rotunda Properties
18)	130-132 Lake Shore Dr E	Salvatore Colletti
19)	21 E Second St	LLC Chadwick Bay
20)	32 E Second St	Faith Baptist Church
21)	760 Lamphere St	DLDC Real Property, LLC
22)	307-315 Brigham Rd	DLDC Real Property, LLC
23)	W Third St	LLC KM PD Properties
24)	167 W Second St	City of Dunkirk Housing Ath
25)	243-245 Lake Shore Dr W	John J Zmuda INC
26)	Lucas Ave	Realco Inc.
27)	830 Brigham Rd	Dunkirk Acquisition LLC
28)	Howard Ave	Dunkirk Acquisition LLC
29)	West of Bataan Ave	Dunkirk Acquisition LLC
30)	836 Brigham Rd	Dunkirk Acquisition LLC
31)	Willowbrook Ave	Special Metals Corp.
32)	Willowbrook Ave	Realco Inc.



Prepared by: GPI  
Date: 7/29/2016  
New York State Plain West GCS NAD 83  
Imagery, Roads Networks, Rail Networks  
and Streams provided by NY GIS  
Parcel Data provided by Chautauqua County





## APPENDIX B

### DUNKIRK BROWNFIELD OPPORTUNITY AREA

#### Operations Committee & Steering Committee Members

Updated 9/20/16

Last Name	First Name	Affiliation	Role
Ewald	Keith	Barton & Loguidce	Operations Committee/Consultant Team
Taylor	Michael	Vita Nuova	Operations Committee/Consultant Team
Manzella	James	Greenman-Pedersen, Inc.	Operations Committee/Consultant Team
Harrington	Allison	Sustainable Planning and Design	Operations Committee/Consultant Team
Rowlands	Mary	Highland Planning	Operations Committee/Consultant Team
Bauer	Christopher	NYS DOS	Operations Committee
Moore	Maurice	NYS DEC	Operations Committee
Rosas	Wilfred	Mayor	Operations Committee
Yanus	Rebecca	Director of Planning & Development	Operations Committee
Waite	Nicole	Deputy Director of Planning & Development	Operations Committee
Woodbury	Randy	City Engineer	Operations Committee
Ames	John	Northern Chautauqua Community Foundation	Steering Committee
Lincoln	Christina	Community Development Planner City of Dunkirk	Steering Committee
Kearns Kevin	SUNY	Fredonia	Steering Committee
Morabito	Kristine	Project Manager, County IDA	Steering Committee (invited)
Reininga	Dan	President, Lakeshore Savings	Steering Committee (invited)
Steinberg	Allen	Developer	Steering Committee (invited)
Paradis	Gina	Land Bank	Steering Committee (invited)
Steve	Rees	Citizen/Revitalize Dunkirk	Steering Committee (invited)
Neureuter	Paul	President, KROG	Steering Committee (invited)




## APPENDIX C


City of Dunkirk


Brownfield Opportunity Area - Step 2 Nomination Plan


Project Milestone Schedule


22-Jun-16














	Month 1 May-16	Month 2 Jun-16	Month 3 Jul-16	Month 4 Aug-16	Month 5 Sep-16	Month 6 Oct-16	Month 7 Nov-16	Month 8 Dec-16	Month 9 Jan-17	Month 10 Feb-17	Month 11 Mar-17	Month 12 Apr-17	Month 13 May-17	Month 14 Jun-17	Month 15 Jul-17	Month 16 Aug-17	Month 17 Sep-17	Month 18 Oct-17
PROJECT STARTUP																		
Scoping Session with consultant		June 10.																
Project Outline		B&L	B&L															
COMMUNITY PARTICIPATION																		
Public Participation Strategy			HP															
Techniques to Enlist Partners																		
Operating Committee Montly Calls			OC Call 1	OC Call 2	OC Call 3		OC Call 4	OC Call 5	OC Call 6		OC Call 7	OC Call 8	OC Call 9		OC Call 10	OC Call 11		OC Call 12
Quarterly Meetings				OC Meeting		OC Meeting				OC Meeting				OC Meeting			OC Meeting	
Steering Committee Quarterly Meetings						SC Meeting				SC Meeting				SC Meeting			SC Meeting	
Economic Development Workshops/Public Sessions						Afternoon Workshop/ Evening Public Info Meeting				Afternoon Workshop								
DRAFT NOMINATION																		
Description of the Project Boundary			City / GPI	City / GPI														
Community Participation & Techniques to Enlist Partners			HP	HP														Public Hearing
Analysis of the Proposed Brownfield Opportunity Area			B&L/GPI/SPD	B&L/GPI/SPD														
Review background planning reports, review infrastructure, zoning, transportation, environmental			B&L/GPI/SPD	B&L/GPI/SPD														
Market Study			HP + VN	HP + VN														
Site Identification - filling out PREPARED worksheets			B&L/GPI/SPD	B&L/GPI/SPD														
City to provide 25 sites			City	City														
Site prioritization down to 6-10 sites			VN/GPI/B&L	VN/GPI/B&L														
Review of Strategic Brownfield Sites			VN/GPI/B&L	VN/GPI/B&L														
Feasibility analysis of AL-TECH focus area			VN/GPI/B&L	VN/GPI/B&L														
Infrastucutre analysis, market demand, highest and best use study, incentives, gaps, funding subsidies, regulatory status and strategy, strategy for disposition			VN/GPI/B&L	VN/GPI/B&L														
Assessment of Other Sites			VN/GPI/B&L	VN/GPI/B&L														
Infrastucutre analysis, market demand, highest and best use study, incentives, gaps, funding subsidies, regulatory status and strategy, strategy for disposition			VN/GPI/B&L	VN/GPI/B&L														
Project Website (hosted on City Planning Dept Website)																		
Request for Proposals Process & Marketing Package																		
Redevelopment Strategy / RFP							VN											
Completion and Distribution of the Draft Nomination																		
Draft Nomination and Executive Summary									B&L/GPI/SPD									
Draft Nomination and Executive Summary (after comments received)									B&L/GPI/SPD									
Print and Distribute Interagency Briefing Package									B&L/GPI/SPD									
Interagency Roundtable																		
Final Nomination and Advancing to the BOA Program Step 3																		
Preparation of Final Nomination															B&L			
Application for Project Advancement																		B&L
NYS Environmental Quality Review (SEQRA)																		
Environmental Assessment Form			B&L															
Lead Agency			B&L															
Determine Significance																		
Scoping Session																	B&L	
Project Reporting																		
Project Summary			B&L															
Semi-annual reports			B&L															
Progress Report on Actions Taken to Advance Redevelopment																	B&L	B&L

## Appendix D

### Public Workshop Documentation

# PROJECT MEMORANDUM

**TO:** City of Dunkirk, 1901.001.001, Dunkirk BOA Consultant Team

**FROM:** Keith Ewald, B&L

**DATE:** June 23, 2016

**RE:** Record of Phone Conversation – Conference Call

---

Summarized below are the participants and key points discussed on this morning's conference call.

## Participants

Nicole Waite, City of Dunkirk  
Mary Rowlands, Highland Planning  
Anton Balanevskiy, GPI  
Keith Ewald, B&L

- 1) The team discussed public outreach and participation in general. We are assuming a public meeting to engage the public and key stakeholders early on in the process to advertise the project, the process and the benefits to the City. This first public meeting will tentatively be held in October 2016. A second public meeting will be in the form of a public hearing at the end of the process. Stakeholder meetings, focus groups, operations team calls and meetings and steering committee meetings will be a regular part of the planning process.
- 2) B&L will modify schedule distributed on June 22 based on today's call. Keith will send to the Operations Team. We will use this schedule for our monthly conference calls with the Operations Team as a working milestone template to gauge progress and next steps.
- 3) Keith will setup a dropbox folder for sharing files, reports, planning documents, etc. This will be available to the Operations Team (State, Consultants, City staff).
- 4) GPI prepared a boundary map that generally reflects the boundaries and sites discussed at our June scoping meeting. Keith has asked that Nicole compare this new map with the 25 targets sites that she and Randy are working on and to let us know how those correlate to each other.
- 5) Nicole will send Keith target list of 25 sites within the next week. We will set up a conference call to discuss the new list and the boundary map.
- 6) One question Keith had for Chris Bauer was what, if any, implications there are for not including the Lake Erie shoreline in the BOA Boundary.



- 7) The City will operate and maintain the project website from a currently established City website. The consultant team will provide the City any and all documentation, meeting notices, etc to be published on the website. We will discuss further on our next call.
- 8) Keith asked GPI and the City to follow up on the environmental records for the former auto dealership site along the waterfront adjacent to the marina. There was discussion about a potential buyer being concerned based on its review of environmental records. We need to know what those records were so the team can understand what potential buyer sees as issues. Maurice Moore from the DEC may be able to help us obtain these records. Nicole was going to follow up with the Mayor on this.

Next Steps:

- 1) Will await the target list of 25 sites from the City.
- 2) Consultant team will review list and BOA boundary map at that time.
- 3) Keith will set up a call to discuss target list and next steps.

Please provide any comments or additional input.

## **Work Session**

### **Agenda**

#### **GPI Offices**

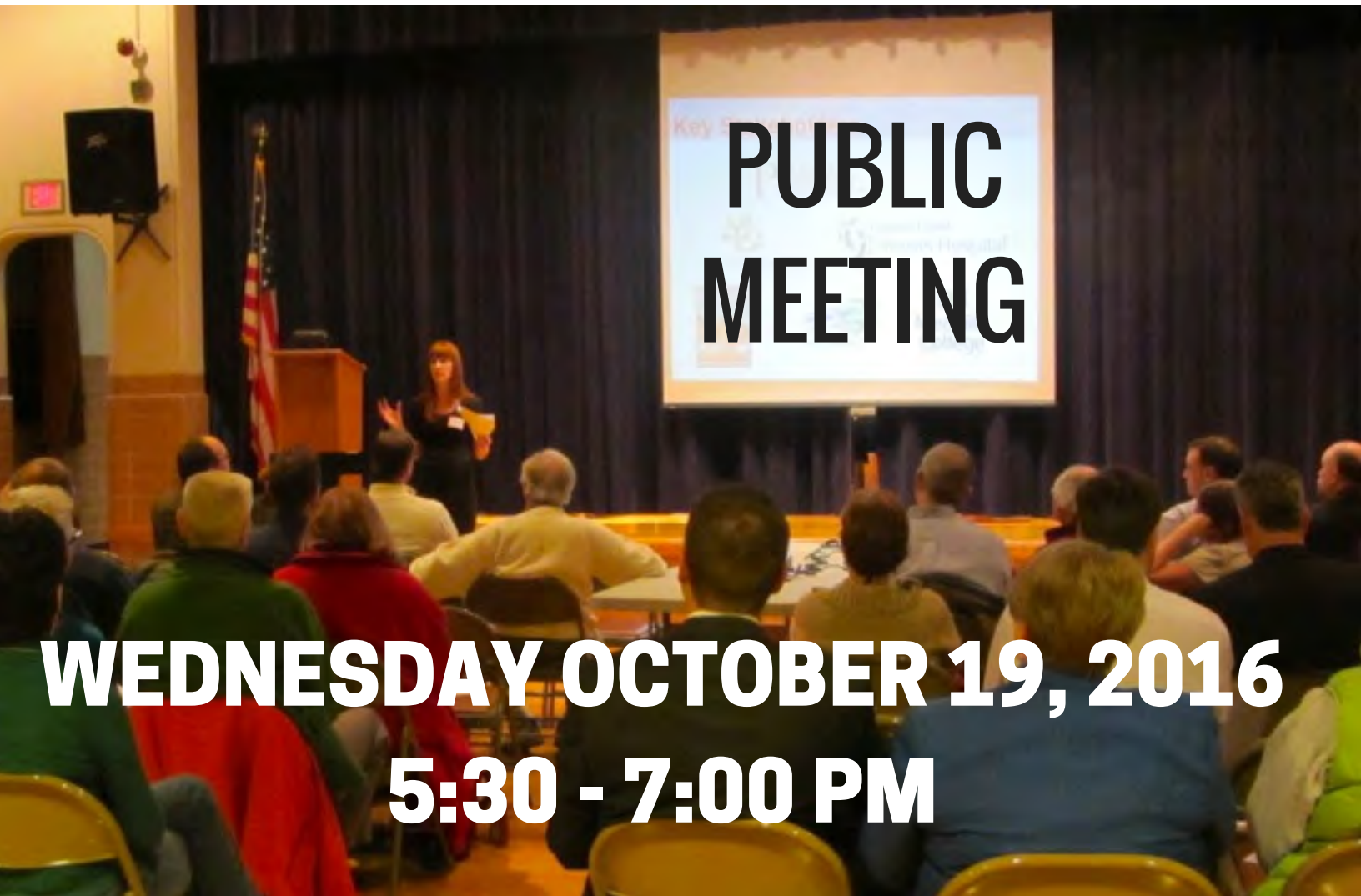
4950 Genesee Street, Suite 100  
Buffalo, New York

#### Consultant Team Working Session

- 1. Site Prioritization** 9:30am – 11:00am
- 2. Market Assessment Status** 11:00am – 11:30am
- 3. Stakeholder Engagement** 11:30am – 12:15pm
  - i. Review Draft Public Participation Plan
  - ii. Review Stakeholder Database
  - iii. Workshop Program Discussion and Schedule

#### Meeting with City and State

- 4. Review Schedule / Lunch** 12:30pm – 1:00pm
- 5. Review Stakeholder Engagement** 1:00pm – 1:30pm
- 6. Review Priority Sites** 1:30pm – 2:30pm



**WEDNESDAY OCTOBER 19, 2016**  
**5:30 - 7:00 PM**

# **City of Dunkirk Brownfield Opportunity Area Step 2 Nomination Study**

**Conference Room at the SUNY Fredonia Technology Incubator  
214 Central Ave., Dunkirk, NY.**

*Parking is available behind the building, accessible from Washington Avenue.*





CITY OF DUNKIRK

# BROWNFIELD OPPORTUNITY AREA STEP 2 NOMINATION STUDY



WELCOME

**PROJECT MEETINGS :: WEDNESDAY OCTOBER 19**

**Steering Committee 3:00-5:00PM**

**Public Information Meeting 5:30-7:00PM**

**SUNY FREDONIA TECHNOLOGY INCUBATOR, CONFERENCE ROOM 214 CENTRAL AVE. DUNKIRK, NY**

## PROJECT BACKGROUND

In 2009, the City of Dunkirk completed a Step 1 Pre-Nomination Study to prepare a preliminary analysis of brownfield sites within and adjacent to the former AL-TECH property through the New York State Brownfield Opportunity Area (BOA) program. The City has now been awarded additional funding from the Department of State (NYSDOS) to perform a Step 2 Nomination Plan that will focus mainly on the downtown and waterfront areas in order to determine the City's position and strength for area-wide redevelopment and long-term revitalization.

## PROJECT SCOPE

- Detailed analysis of brownfield and other key redevelopment sites.
- Economic and Market Trends Analysis.
- Community outreach and engagement.
- Prepare a redevelopment strategy.
- Draft and Final Nomination Plan Reports.
- Develop an RFP for initial redevelopment opportunity.



MAY JUN JUL AUG SEPT OCT NOV DEC 2015 2016 JAN FEB MAR APR MAY JUN

PROJECT STARTUP, BOA BOUNDARY AND TARGET SITE IDENTIFICATION

MARKET STUDY AND COMMUNITY PROFILE

REDEVELOPMENT STRATEGY

NOMINATION PLAN & SEQRA

EXPRESSION OF INTEREST

### LEGEND

- Indicates Tentative Public Meeting Date
- Indicates Tentative Steering Committee Meeting Date
- ◆ Indicates Tentative Economic Development Workshop

This document was prepared for the City of Dunkirk and the New York State Department of State with funds provided through the Brownfield Opportunity Areas Program

## Dunkirk BOA Working Session Agenda

Meeting Date: December 6<sup>th</sup> and 7<sup>th</sup>, 2016

Meeting Location: SUNY Fredonia Incubator 214 Central Avenue, Dunkirk, NY 14048

Call-in Number: NA

Access Code: NA

<u>Agenda</u>	<u>Notes</u>
Tuesday December 6 Vita Nuova arrives in Dunkirk	Interviews with Stakeholders and Dinner with City scheduled.
Wednesday December 7 Working Sessions	
9am-11am	Consultant team working session <ul style="list-style-type: none"><li>- Land use</li><li>- Bulk/Density</li><li>- Design Vocabulary and Standards</li><li>- Development Framework</li></ul>
11am – 2pm	City staff welcome to join consultant team
2pm – 4pm	Property owners welcome to join BOA team
5pm – 7pm	Update and discussion to stakeholders and/or interested public.

### Action Items

1. B&L and GPI to prepare and print all requisite mapping of BOA area for the work sessions.
2. Vita Nuova to continue property owner interviews, prepare to present overview of discussions at work sessions.
3. GPI be prepared to discuss any detailed background site data if/when necessary.
4. B&L to document meeting notes, minutes for the record.
5. Vita Nuova to document design discussion through illustrations, concepts, etc. at work sessions.
6. City of Dunkirk staff be prepared to present ideas, confirm discussion topics and guide any discussions being had outside of consultant team involvement as they may relate to the BOA area in general or specific priority sites.

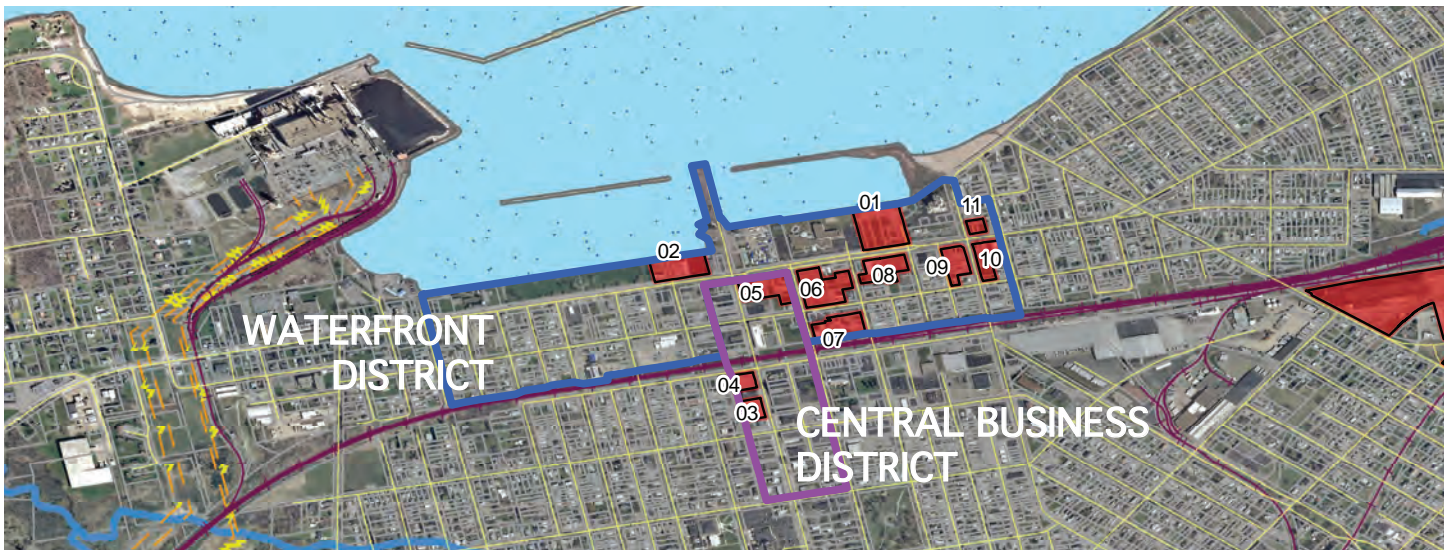


# WORKING CHARRETTE

December 7, 2016

**SUNY Fredonia Incubator**  
214 Central Ave, Dunkirk, NY 14048

Come help establish a redevelopment framework  
for the Central Business District  
and Waterfront in Dunkirk



**PROPERTY OWNERS WORKSHOP 2-4PM**  
**STAKEHOLDERS WORKSHOP 5-7PM**

*If property owners cannot come between 2-4pm, they are welcome anytime before 7pm.*

This is an informal working session so come with  
your ideas and work with us!

.....





# CITY OF DUNKIRK

## BROWNFIELD OPPORTUNITY AREA

### STEP 2 NOMINATION STUDY



#### Steering Committee Meeting Notes

October 19, 2016

3:00 – 5:00 PM

The first Steering Committee meeting for the City of Dunkirk Brownfield Opportunity Area Step 2 Nomination Study was held on October 19, 2016 from 3:00 – 5:00 PM at the Fredonia Technology Incubator in Dunkirk, NY.

#### **Attendees:**

Willie Rosas	City of Dunkirk, Mayor
Rebecca Yanus	City of Dunkirk, Director of Planning & Development
Nicole Waite	City of Dunkirk, Deputy Director of Planning & Development
Christina Lincoln	City of Dunkirk, Community Development Planner
Chris Bauer	NYS Department of State (NYSDOS)
Maurice Moore	NYS Department of Environmental Conservation (NYSDEC)
John Ames	Northern Chautauqua Community Foundation
Allan Steinberg	Developer
Gina Paradis	Chautauqua County Land Bank
Paul Neureuter	The KROG Group, President
Pat Gooch	Chautauqua County Department of Planning & Economic Dev.
Michael Taylor	Vita Nuova
Neil Pariser	Vita Nuova
James Manzella	Greenman-Pedersen, Inc.
Anton Balanevskiy	Greenman-Pedersen, Inc.
Mary Rowlands	Highland Planning, LLC
Allison Harrington	Sustainable Planning Design, LLC

#### **Introductions:**

Mayor Rosas (City of Dunkirk) welcomed participants to the meeting and thanked them for participating. He is excited about the project and the opportunities it can provide the City of Dunkirk. He also is proud of the City of Dunkirk development team and consultants and the work that has been accomplished thus far.

Michael Taylor (Vita Nuova) introduced himself, and stressed the importance of having a collaborative Steering Committee to guide and assist the project team throughout the process.

The attendees introduced themselves and expressed what they like most about Dunkirk.

### **Vision & Goals:**

Rebecca Yanus (City of Dunkirk) gave a brief history and overview of the project. She summarized the agenda for the meeting, and reviewed the vision and goals for the project.

### **Project Scope and Schedule:**

Michael Taylor reviewed the BOA project scope and nine-month project schedule. He reviewed the regional context map and noted that Dunkirk sits in a unique position given its lake shore frontage and highway proximity.

### **Market Study:**

Neil Pariser (Vita Nuova) provided an update on the market study, and reviewed demographic and economic information collected to date stressing the economic and social connections between Fredonia and Dunkirk.

Allan Steinberg asked about the connection between Dunkirk and the university. Michael Taylor indicated that the consultant team will be interviewing SUNY Fredonia. John Ames mentioned that many students don't have a car and therefore cannot get to Dunkirk easily. Allan recommended that the consultant team investigate the University program called "Student Connection."

### **BOA Area, Target Sites and Prioritization Methods:**

James Manzella (Greenman-Pedersen, Inc.) explained how the consultant team developed the list of 15 preliminary target sites for further study. The consultant team started with 40 sites, and removed many of them due to their having been developed, having poor transportation connections, small size, or being limited by environmental constraints such as wetlands, etc.

The preliminary target sites fall into five categories:

- Waterfront
- Central Business District
- Former Industrial Sites
- Large Undeveloped/Underutilized Sites
- Combining Smaller Parcels

Michael Taylor solicited input on the preliminary sites and shared that the team is in the process of trying to contact the owners of these properties. He asked the steering committee to let the consultant team know if they are aware of issues that might impede development of the selected sites. For example, are there any known environmental issues? Is the owner tax delinquent? Is the land in a trust?

John Ames asked if the hospital site should be added to the list. Michael Taylor referred to Rebecca Yanus, who agreed the current hospital site should be added. The steering committee also recommended that the Adams Art Gallery be added.

Michael Taylor asked Gina Paradis (Chautauqua County Land Bank) to explain what the land bank does. Gina shared that they purchase and manage abandoned properties through tax foreclosures. None of the Land Bank properties are on the selected sites. Ms. Paradis was asked if she could provide a list of properties in Dunkirk owned by the Land Bank, to which she indicated yes.

Anton Balanevskiy explained that there are many small city lots, and it is hard to produce dynamic developments on small sites. The team therefore looked at grouping multiple parcels, be they City or privately owned into larger development sites. If a major redevelopment can be attracted to one of the larger sites, smaller development on the nearby lots will follow. Michael will talk further with Gina to discuss properties going to tax foreclosure. Gina mentioned that they do have the power to bond and take title.

Allan Steinberg has inquired about buying Site #1 (the Waterfront Block), but the City is not ready to sell it. They prefer to lease it. Allan indicated that no one wants to spend that much money on a development and not own the property. The mayor said there have been a lot of inquiries about that site and he can speak with Allan about it further off-line.

Michael Taylor asked Chris Bauer (NYSDOS) to comment on the importance of the sites selected to date. Chris stated there is never a shortage of sites, but always a shortage of money. Once completed, the market study will help the council understand what can be done and help direct the City's financial investment.

Lakeshore is residential, and perhaps the zoning should be changed before any development is advanced. Chris Bauer indicated a follow-up study to revise the zoning code may be appropriate.

Gina Paradis inquired if sites that are not included are at a disadvantage. Chris Bauer indicated, yes however, we may still tweak the boundaries to include other sites. Michael mentioned that the team is okay to include adjacent sites, however, they may not be a priority site for this study.

KROG is one of the largest brownfield developers in the area and has done the most redevelopment within the NYSDEC's Brownfield Cleanup Program (BCP). Paul Neureuter (KROG) shared a story about an 8-acre site in Clayton, NY that was a perfect BCP site for tax credit, but the City decided to clean it up first. KROG built a hotel there. The story exemplifies the importance of not advancing the clean up by the municipality before identifying a developer who can take advantage of the tax credits. It is hard to justify the cost of a cleanup for a small site, and they are not economically feasible with the BCP.

Anton Balanevskiy reviewed the attributes of each of the 15 sites. Comments are summarized below:



- #1 Large, vacant city property
- #2 No comments.
- #3 The Mayor noted that this is a site the city wants to market.
- #4 Paul Neureuter noted that parking is essential to development. The parking lot is full everyday; it is a parking lot used by the County. Anton stated that if the best use for this site is a parking lot, it should be removed from the list.
- #5 Allan Steinberg owns several of the lots. He has plans to expand Rookies. Crosby's may also expand. He hopes to start this addition in the next few weeks after he combines some tax parcels. He bought the Yellow Goose, and has already started remodeling for a clothing sports store.
- #6 This site has environmental concerns. The City's Code Department might have some information on the owner of the church. Rebecca Yanus will speak with him. The Land Bank owns a small parcel on the corner but its isolated.
- #7 The former Mulholland Spring & Gear Co. has architecturally interesting buildings. The team hasn't spoken with the housing authority yet.
- #8 No comments.
- #9 Three sites on three corners in a residential area. This is a major intersection Main St. & Lakeshore. The site not utilized well, and the entire block is unused.
- #10 The area is residential. Gina stated the land bank has a property nearby. Michael asked Anton to map all of the land bank properties. Gina will provide a current list. Gina wants to know if any of her sites are within the boundary.
- #11 Four vacant lots.
- #12 This group includes city/private/some vacant. Wetlands separates the site. The site is limited due to access. It is unusual for a city to have this amount of vacant land.
- #13 County-owned land. There is a NYSDEC Record of Decision (ROD) on it for the former Edgewood Warehouse Parcel. It is a former industrial site. James explained a ROD summarizes the NYSDEC required remedial measures that must be implemented prior to future use of the site; however, prior to cleanup this site would be prime candidates for the Brownfield Cleanup Program. Previously the site was covered with concrete slabs; however, much of the concrete slabs were broken crushed and returned to the surface of the former Roblin Steel site. Maurice Moore (NYSDEC) asked about Cliff Star properties, which was bought by Cott Industries. He suggested the hospital may be interested in it for ancillary uses. Michael Taylor

noted that if brownfields are adjacent to the sites, we have already identified and should include them in the boundary.

- #14 Maurice Moore noted that the long red portion to the north of this site is the Lucas Avenue plant. It is an unusual property that abuts a high-speed rail line. They are in the process of demolishing the building, and it should be ready for redevelopment in 2017. This site may be worth looking at it. He asked for advice about what would be suitable on this site. It will be zoned as commercial.
- #15 NRG - large power plant. The consultant team added the site, in case that would help the City. The owner of the site is Dunkirk Power LLC. It's possible that this property would qualify for the NYSDEC Brownfield Cleanup Program. By any current standards the site will not be one the consultant team can address for redevelopment given political, remedial and related issues.

Michael Taylor concluded the meeting by summarizing the next phase of the project, which should be available in early December. The next Steering Committee meeting will take place in early 2017. The goal is to hold an economic development workshop with key federal partners, developers, stakeholders all together in February 2017.

Rebecca Yanus thanked everyone for coming. The meeting adjourned.



# CITY OF DUNKIRK

## BROWNFIELD OPPORTUNITY AREA STEP 2 NOMINATION STUDY



### Public Meeting Summary

October 19, 2016

5:30 – 7:00 PM

The first public meeting for the City of Dunkirk Brownfield Opportunity Area Step 2 Nomination Study was held on October 19, 2016 from 5:30 – 7:00 PM at the Fredonia Technology Incubator in Dunkirk, NY.

### **Attendees:**

Willie Rosas	City of Dunkirk, Mayor
Rebecca Yanus	City of Dunkirk, Director of Planning & Development
Nicole Waite	City of Dunkirk, Deputy Director of Planning & Development
Christina Lincoln	City of Dunkirk, Community Development Planner
Chris Bauer	NYS Department of State (NYSDOS)
Maurice Moore	NYS Department of Environmental Conservation (NYSDEC)
John Ames	Northern Chautauqua Community Foundation
Kurt Warmbrodt	City Resident
James Fisher	City Resident / Revitalize Dunkirk
Skeeter Tower	Academy Heights Neighborhood / Revitalize Dunkirk
Nicole Gugino	Observer
Paul Somerfeldt	Resident
Michael Taylor	Vita Nuova
Neil Pariser	Vita Nuova
James Manzella	Greenman-Pedersen, Inc.
Anton Balanevskiy	Greenman-Pedersen, Inc.
Mary Rowlands	Highland Planning, LLC
Allison Harrington	Sustainable Planning Design, LLC

### **Introductions:**

Rebecca Yanus (City of Dunkirk) opened the meeting. Attendees introduced themselves and named their affiliation. The Mayor welcomed everyone and thanked them for their attendance.

### **Project Scope and Schedule:**

Michael Taylor (Vita Nuova) reviewed the project scope and tentative schedule for the next nine months. He reviewed the various stages of the BOA step 2 process as shown on the slide. He reviewed the regional context map and stated that Dunkirk sits in very unique position given their waterfront location and proximity to the highway system. He briefly reviewed the BOA



Boundary Map, which shows the 15 preliminary target sites identified thus far and stated that the City had originally designated 40 sites for BOA evaluation. Many of these sites were dropped from the current evaluation due to various reasons such as already having been redeveloped, environmental issues, and or infrastructure issues, etc. A more detailed discussion of the 15 sites was given later in the meeting.

### **Vision & Goals:**

Rebecca gave a brief history and overview of the Dunkirk BOA project. She summarized the agenda for the meeting and reviewed the vision and goals for the project.

### **Market Study:**

Neil informed the group that the Market Study is not yet completed. He went over some of the main demographic and economic information we have collected to date, much of which illustrated the symbiotic relationship between Dunkirk and Fredonia.

### **BOA Area, Target Sites and Prioritization Methods:**

James explained how we derived the 15 existing sites that consist of 106 parcels. We initially started with 40 sites, which were whittled down due to already having been developed, poor transportation, too small, economics analysis, wetlands, etc. The 15 sites presented represent an amalgamation of private and government owned parcels that represent the best opportunity for attracting development based on size, location and remediation requirements.

The preliminary target sites fall into five categories:

- Waterfront
- Central Business District
- Former Industrial Sites
- Large Undeveloped/Underutilized Sites
- Combining Smaller Parcels

### **Round Table Discussion**

The discussion included the following points:

- Site #12 slated to be developed as a park, and should be preserved as public space. It was suggested that the trails through the City follow the abandoned paper streets and railroad easements. There was also a comment that the sewage plant at the site which is being considered for potential residential development emits odors on some days, and this will need to be evaluated.
- The status of NRG is unknown at this time.
- Properties within the BOA boundary are eligible for additional tax incentives for developers through the NYSDEC Brownfield Cleanup Program (BCP).
- Site #14 (Al Tech) is in the NYS Superfund program. There is a lot of interest in the office building, but there is asbestos on site. NYSDEC won't fund asbestos abatement

with Superfund subsidy, but a potential buyer/developer could go into into the BCP program. NYSDEC considers the office building to be a low hanging fruit. The NYSDEC indicated that while the entire Al-Tech site is currently within the NYSDEC Superfund program, based on previous investigations it may be advisable to remove portions (i.e. the eastern half) from the Superfund program. The current iteration of the boundary for this preliminary target is based upon NYSDEC input as to which portion in the future could be removed from the Superfund program.

- Site #13 (Roblin site) may be a good candidate for the new hospital. The City offered three potential sites to them and they appeared to like #13.

Michael Taylor concluded the meeting by summarizing the next phase of the project, which should finish in early December. The next Steering Committee meeting will take place in early 2017. The goal is to hold an economic development workshop with key federal partners, developers, stakeholders all together in February 2017.

Rebecca Yanus thanked everyone for coming. The meeting adjourned.

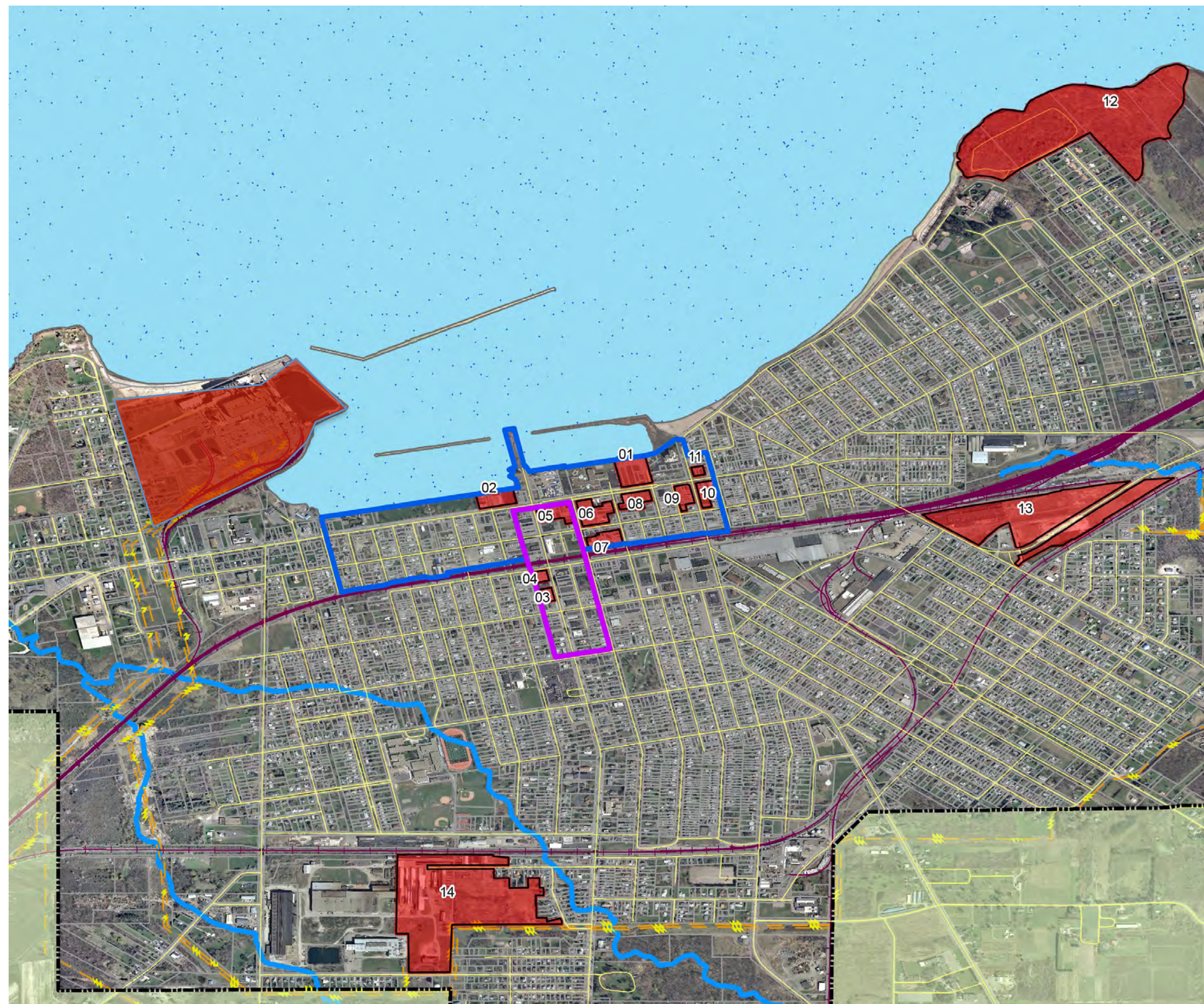


An aerial photograph of Dunkirk, New York, taken from Google Earth. The image shows a coastal town with a grid of streets. The waterfront is on the left, with a large body of water. A long pier extends into the water. The town is built on a slight rise. A brownfield area is visible near the waterfront. The text "Dunkirk Brownfield Opportunity Area Study" is overlaid on the left side of the image. The date "December 7, 2016" is also overlaid. Street names like "Lake Front Blvd", "Washington Ave", "Lynn St", "Central Ave", "Eagle St", "Swan St", "Canary St", "Dove St", "Plover St", "Robin St", "Woodrow Ave", "Mullet St", "Temple St", "McKinley Ave", "W Lucas Ave", "Marauder Dr", "Roosevelt Ave", "Smith St", "W Chestnut St", "W Oak St", "Cedar St", and "Elm St" are visible. Highway markers for 5, 60, and 98B are also present.

# Dunkirk Brownfield Opportunity Area Study

December 7, 2016





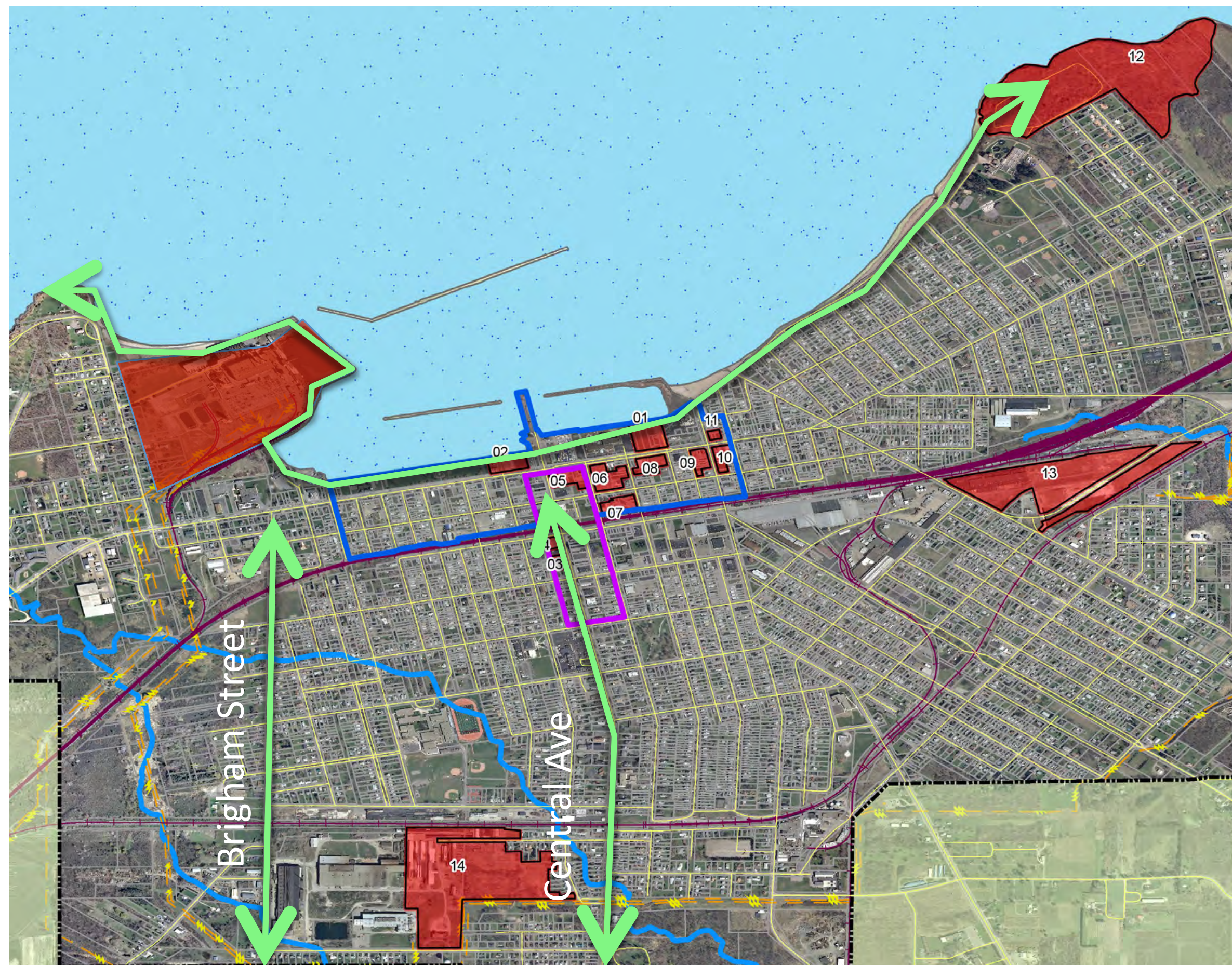












Potential extension of bikeways to Fredonia and SUNY



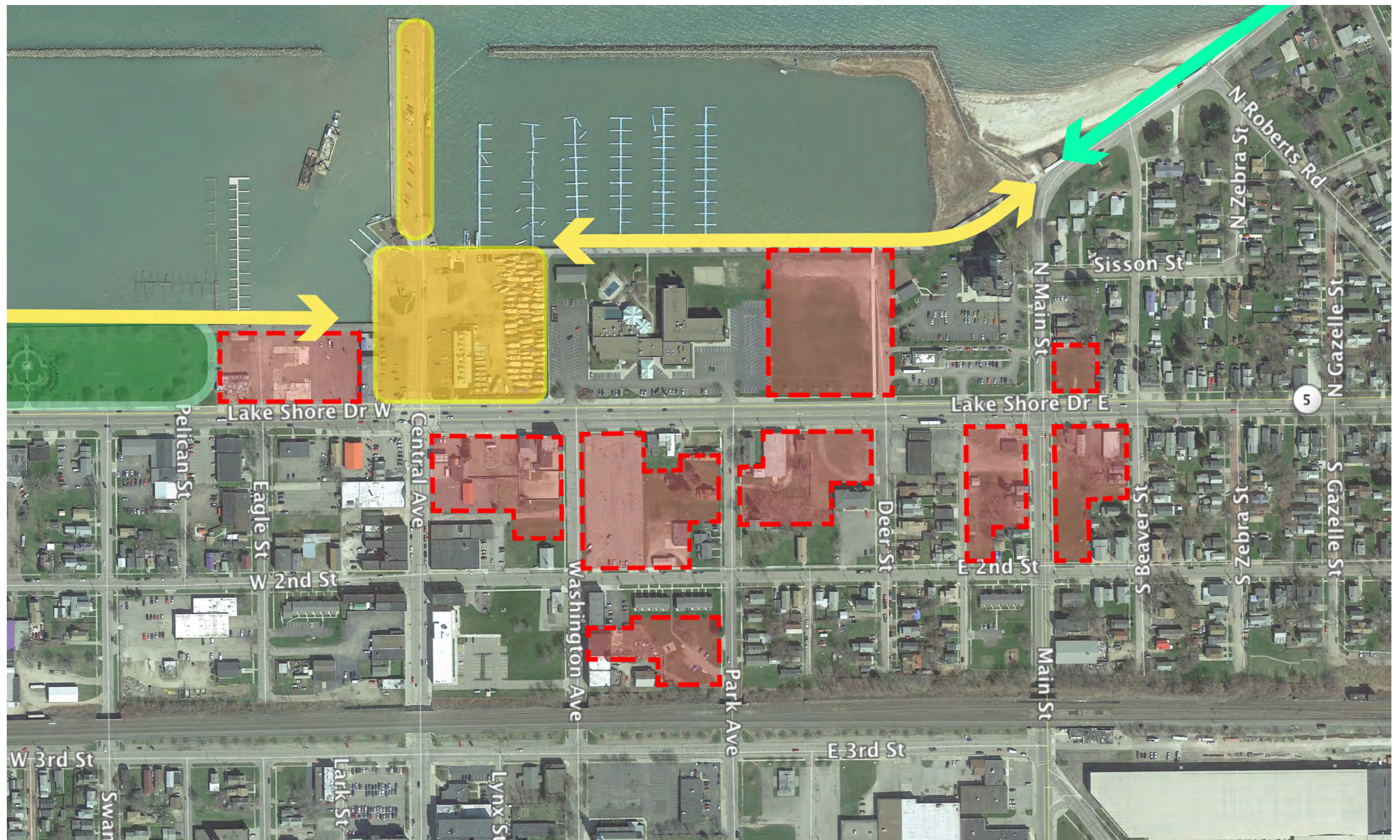


# View Corridors to the Lake



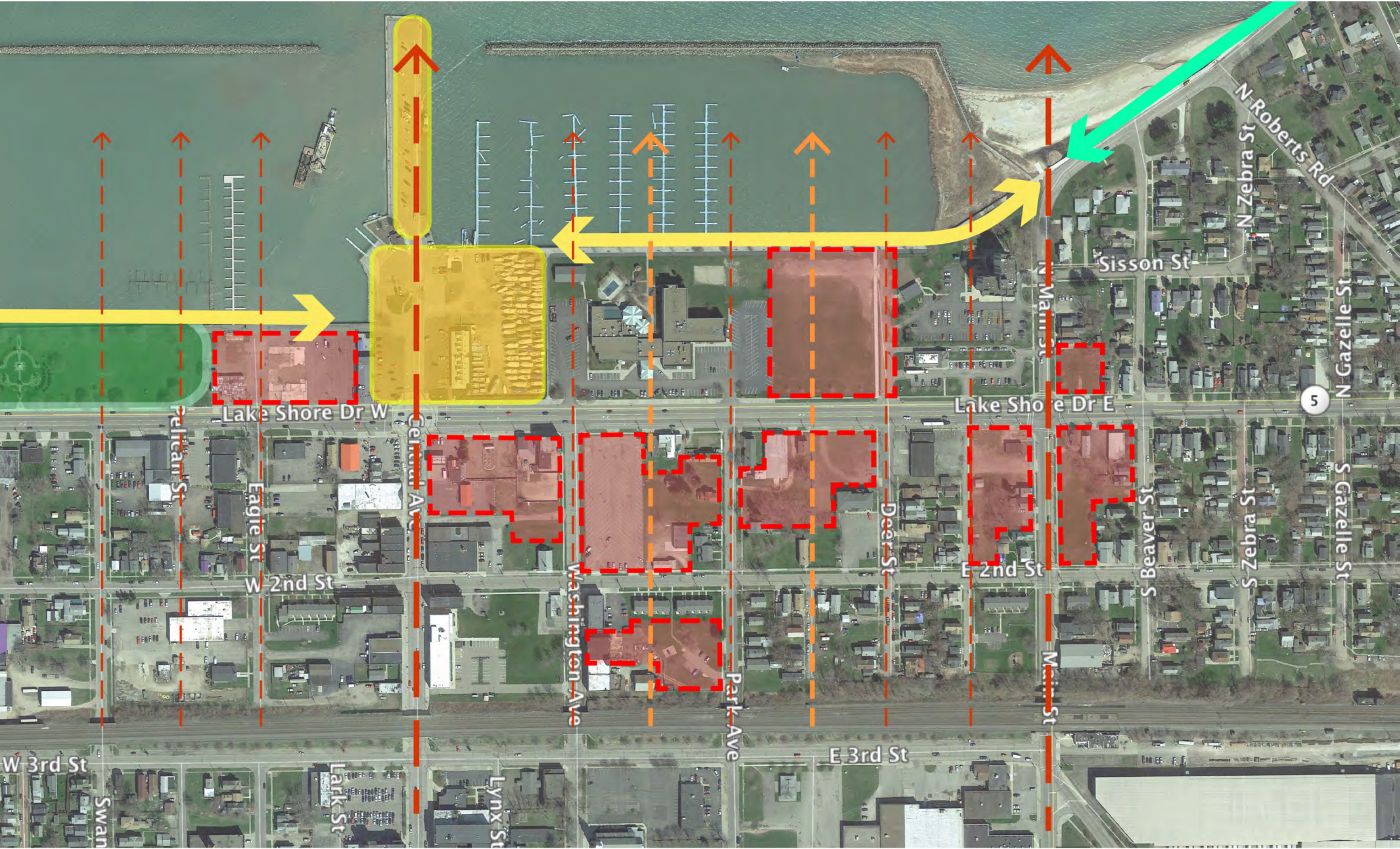






Focus Area on Lake Shore Drive





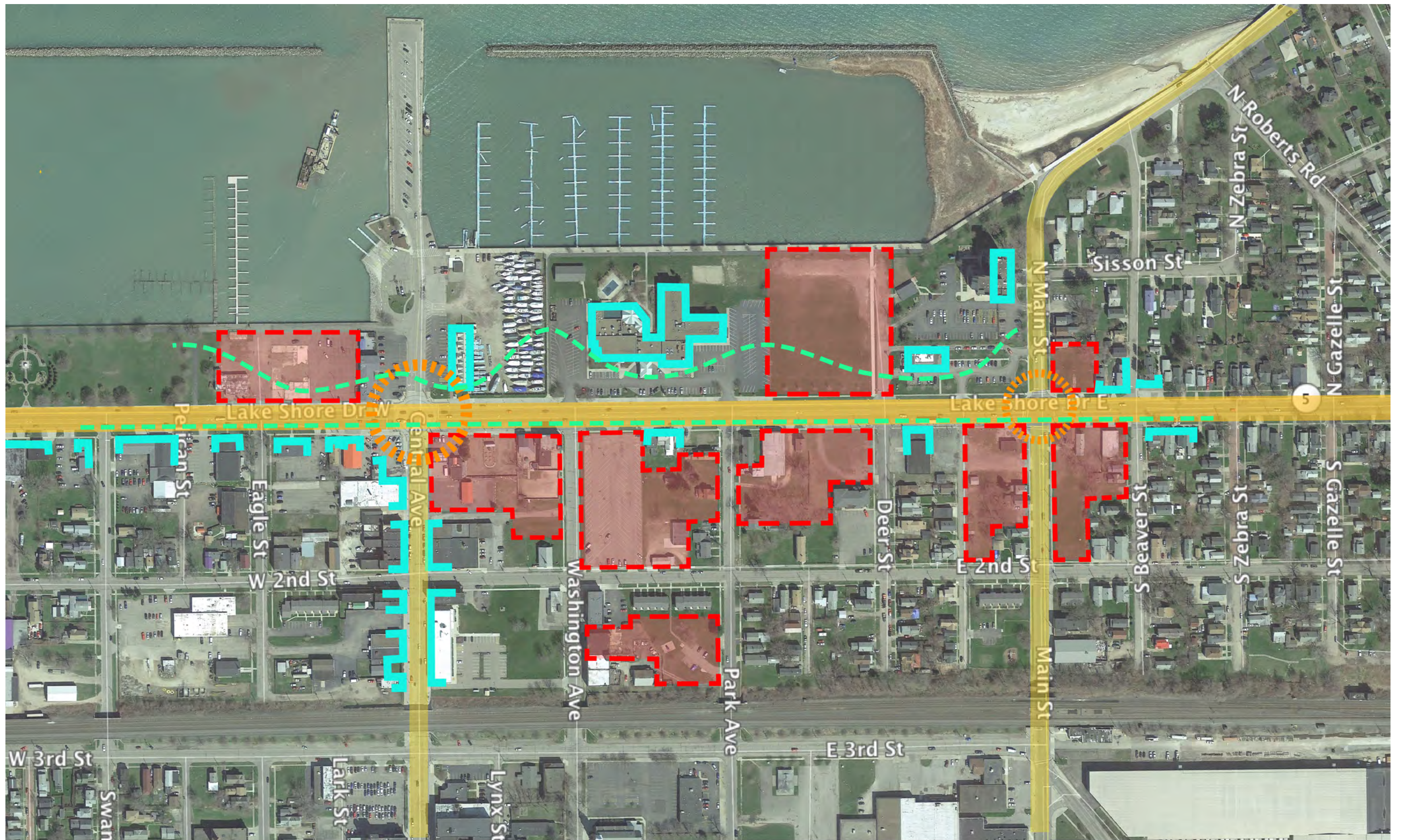
View Corridors





Central Avenue approaching the lake





Lake Shore Drive has 2 different sides





Lake Shore Drive – two different sides





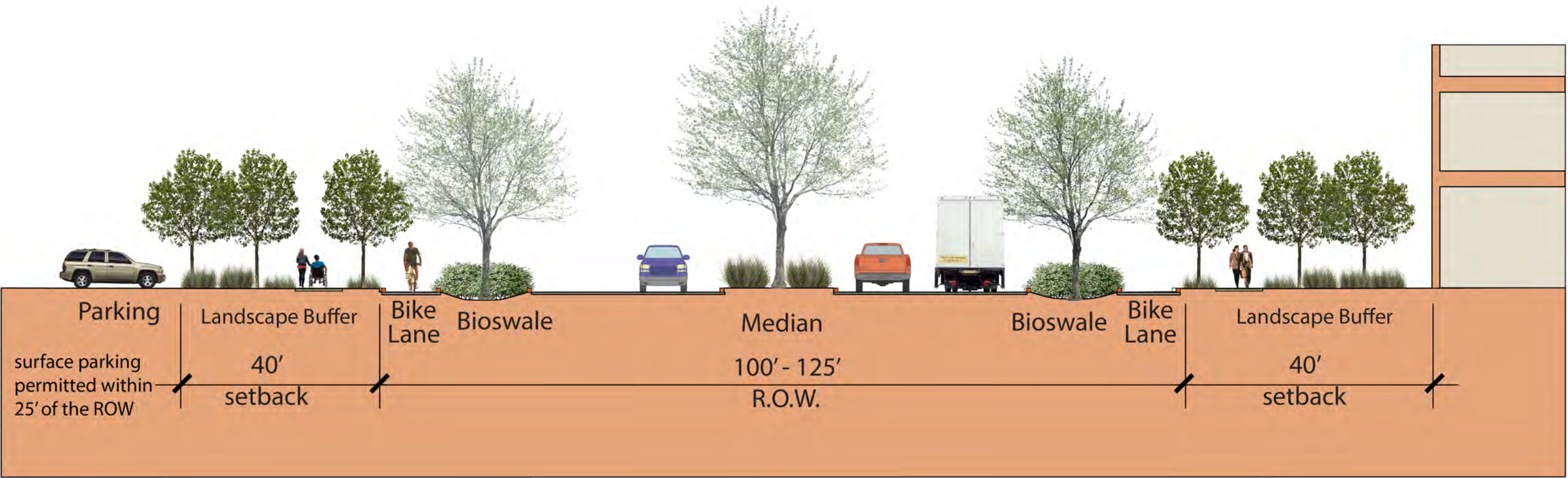
Precedent; Lake George Frontage Road



Existing

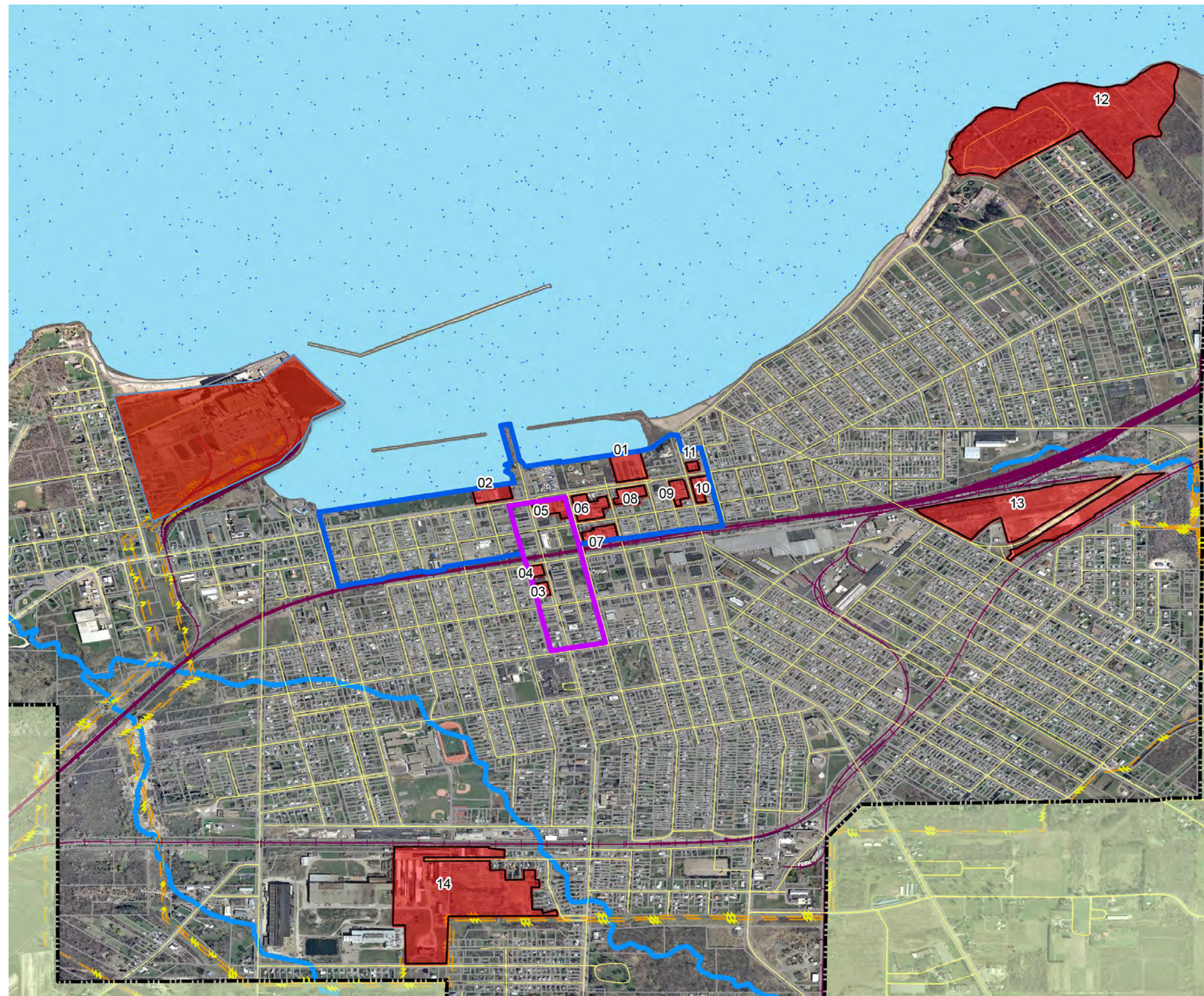


Proposed



Precedent; State Rte 20 in Gary, IN — road improvement near Lake Michigan









The NRG Site





Potential Land Recapture





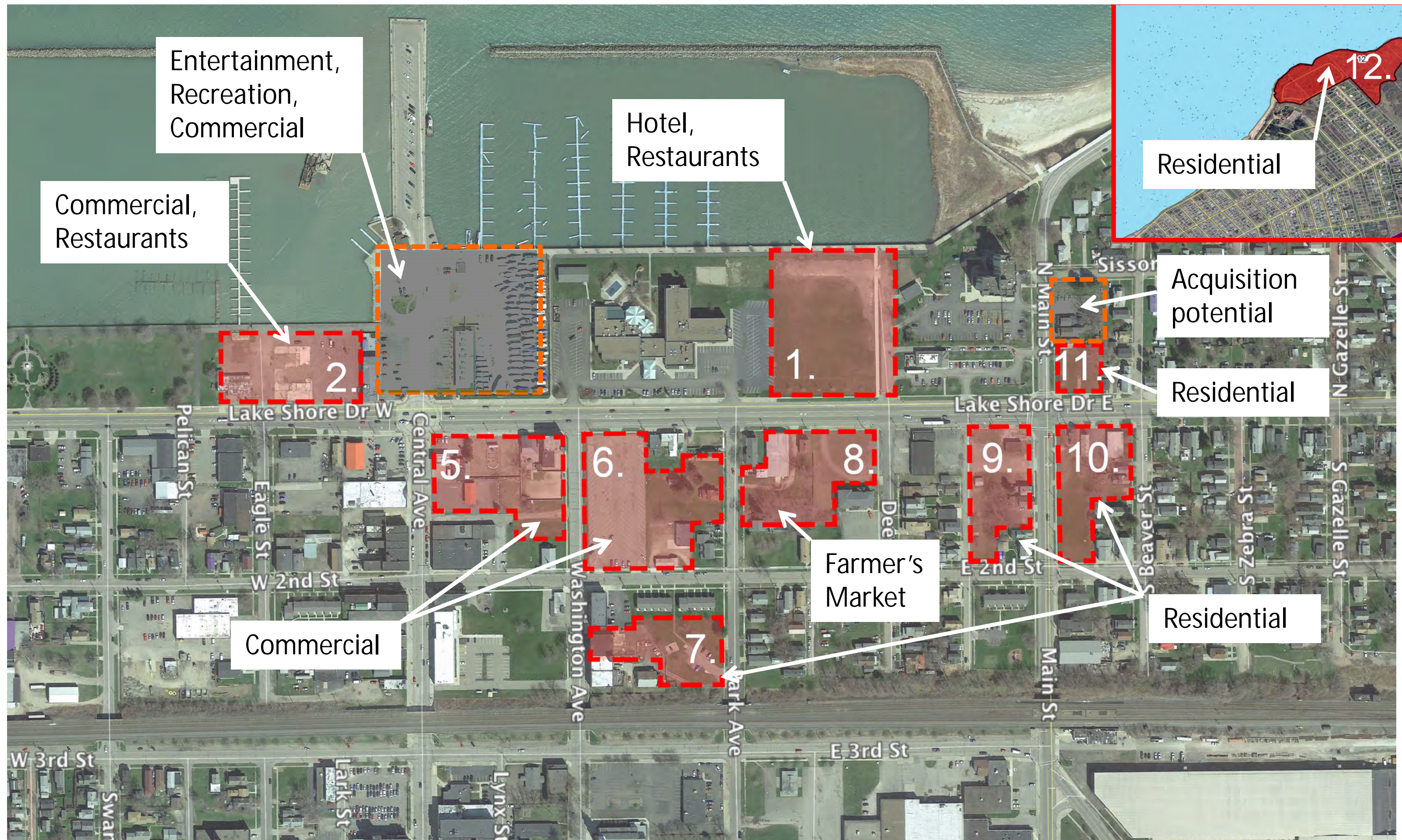
Potential Trail realignment to create a continuous waterfront trail





## Public Actions





Entertainment,  
Recreation,  
Commercial

Hotel,  
Restaurants

Residential

Commercial,  
Restaurants

Acquisition  
potential

Residential

Commercial

Farmer's  
Market

Residential

BOA Strategic Sites



## Dunkirk BOA Working Session Agenda

Meeting Date: February 9, 2017

Meeting Location: SUNY Fredonia Incubator 214 Central Avenue, Dunkirk, NY 14048

Call-in Number: Via separate email meeting notification to applicable participants

Access Code: Via separate email meeting notification to applicable participants

<u>Agenda</u>	<u>Notes</u>
10:30 AM	Consultant Team/City Staff Working Session <ul style="list-style-type: none"><li>- Site development strategies</li><li>- Public Infrastructure Enhancements</li><li>- Potential CFA applications</li><li>- Other funding sources?</li></ul>
12:30 PM	Lunch
2:00 PM	Phil Bousquet Webinar/Call <ul style="list-style-type: none"><li>- Strategies for BCP funding</li><li>- Discussions with interested developers/City Staff</li></ul>
3 PM	Presentation to City Board Members
4 PM	Presentation to City Board Members



PLEASE SIGN IN

<u>NAME</u>	<u>AFFILIATION</u>	<u>PHONE</u>	<u>EMAIL</u>
Andy Woloizy	City		
Julius DeLeon	CITY		
Mike Fosing	city		
Marcellus Bri	City Zoning Board		
Steve Helwig	Zoning Board		
Al Gasawski	Harbor Commission		
Don Willing	City		
Stacy Suttle	city		
Chris Smith	Harbor Comm		
Andy Hefly	City Councilman	785-8332	
Yuan Ma	NYS DEC		

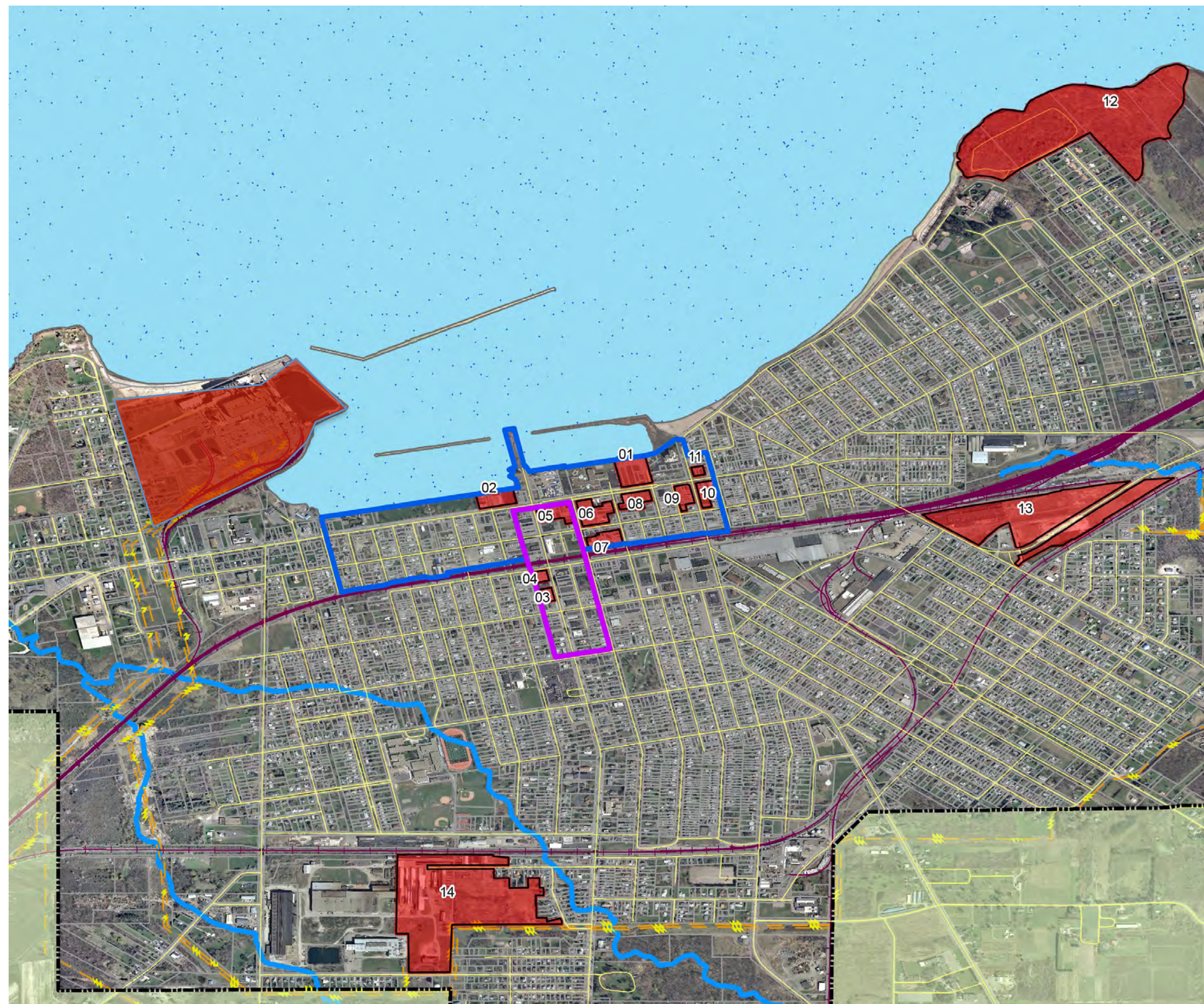


An aerial photograph of Dunkirk, New York, showing the waterfront and surrounding urban area. The image highlights the Dunkirk Brownfield Opportunity Area, which is a large, undeveloped area along the waterfront. The area is bounded by Lake Front Blvd to the north, Washington Ave to the east, and Lake Shore Dr to the south. The waterfront area is characterized by a large, dark, irregular shape, likely a former industrial site. The surrounding urban area includes a grid of streets, residential buildings, and commercial structures. A yellow line runs along the waterfront, indicating the boundary of the brownfield area. The image also shows a large body of water, Lake Erie, and a long pier extending into the water. The text "Dunkirk Brownfield Opportunity Area Study" is overlaid on the left side of the image, and the date "December 7, 2016" is overlaid below it.

# Dunkirk Brownfield Opportunity Area Study

December 7, 2016

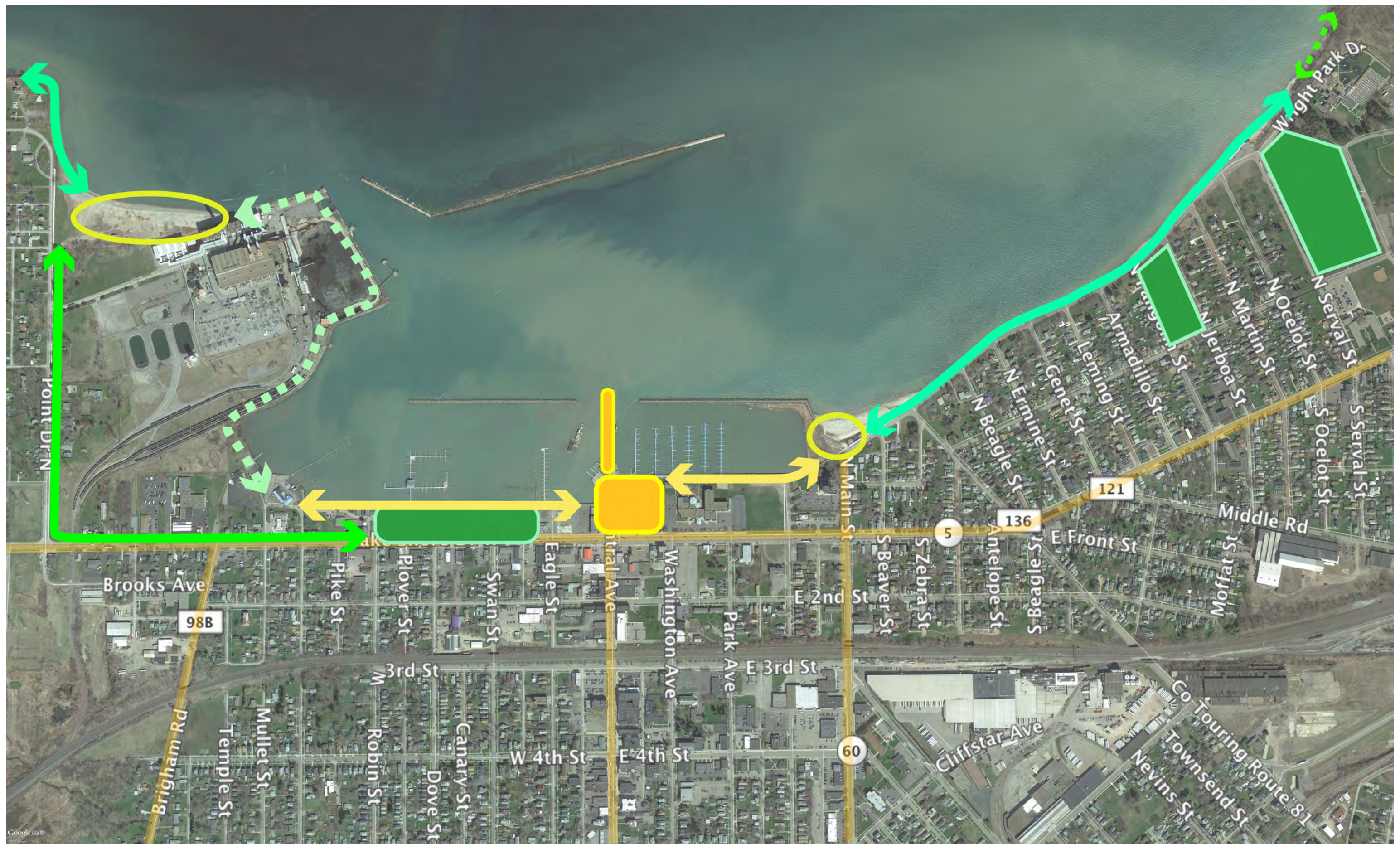






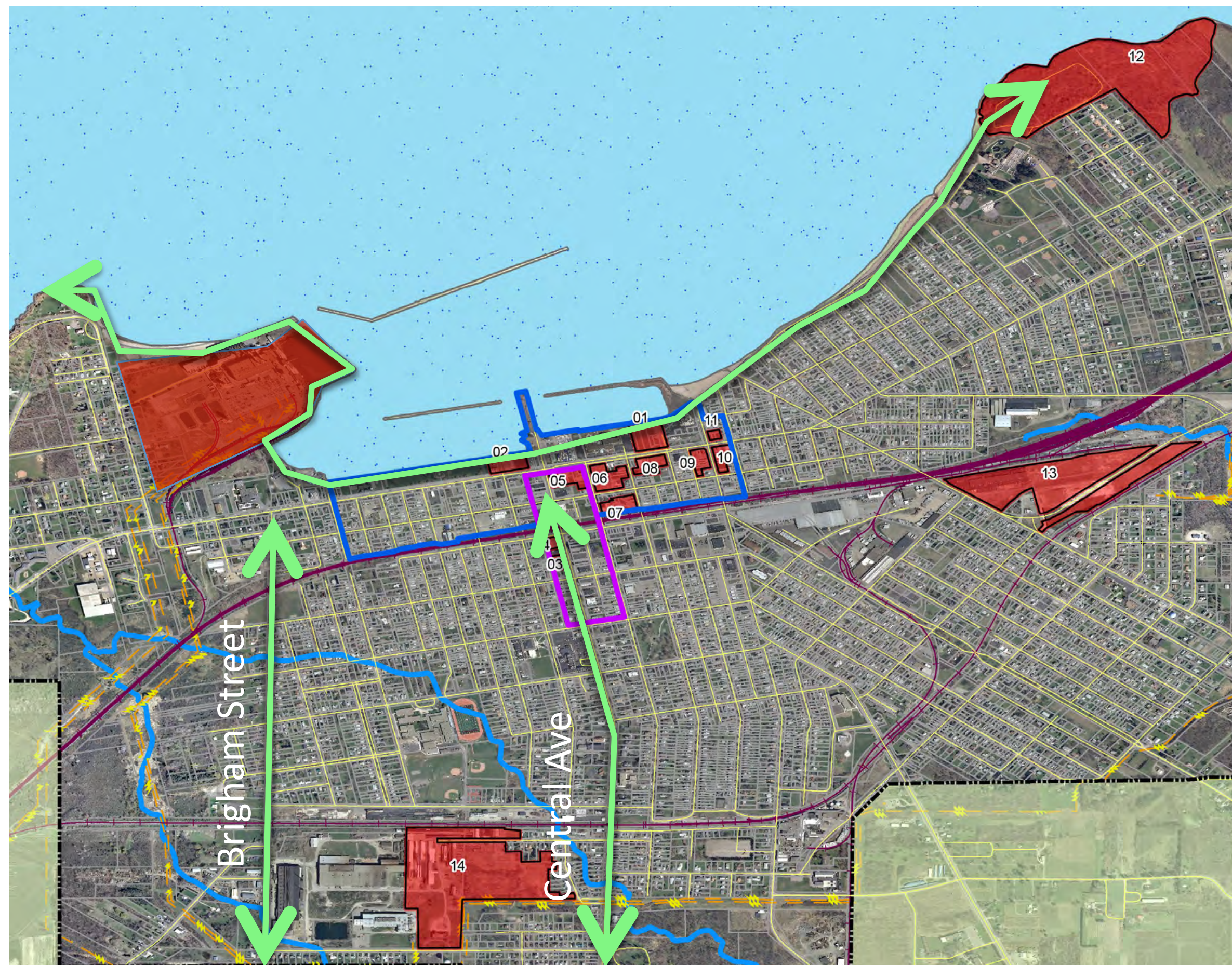






The Water Edge is composed of many different public places





Potential extension of bikeways to Fredonia and SUNY

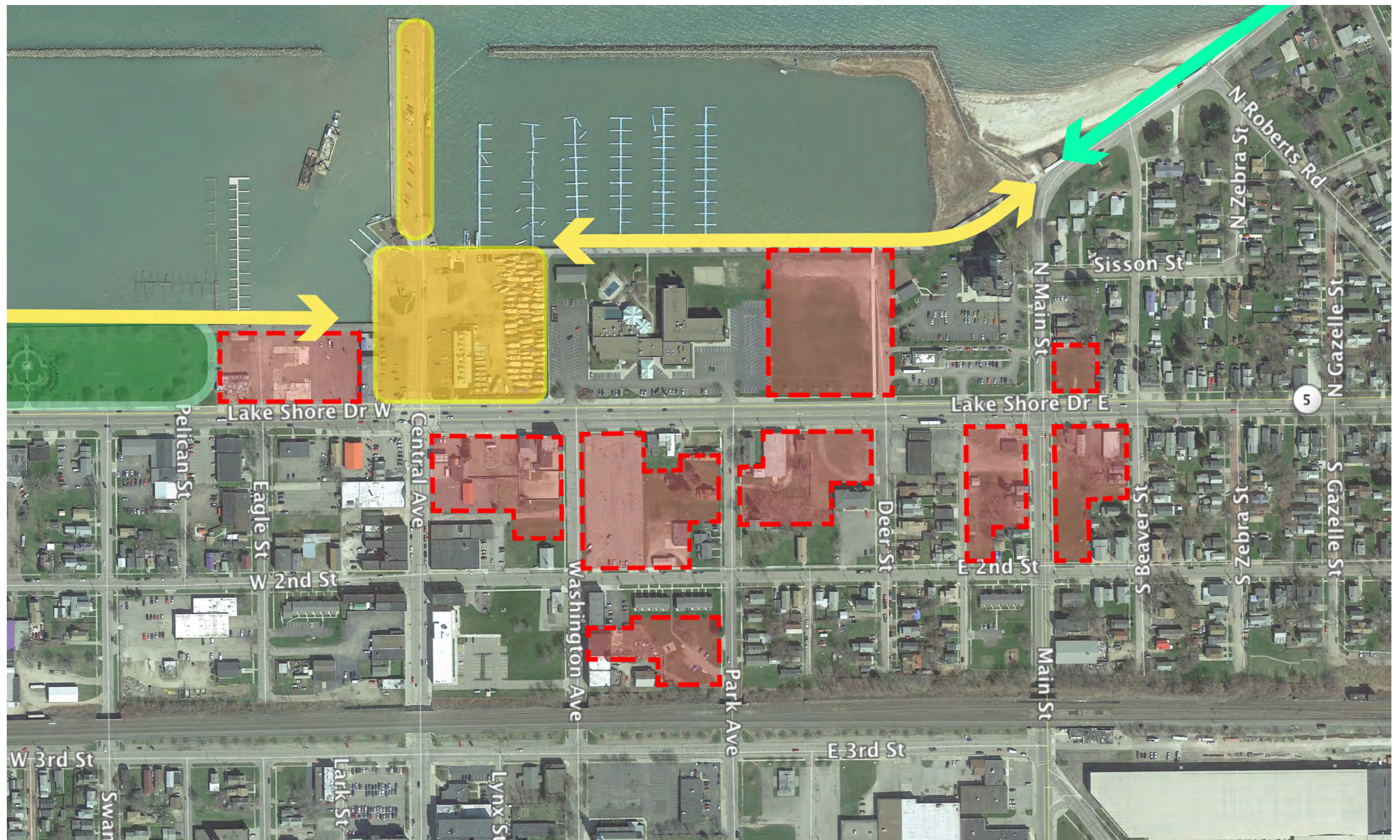






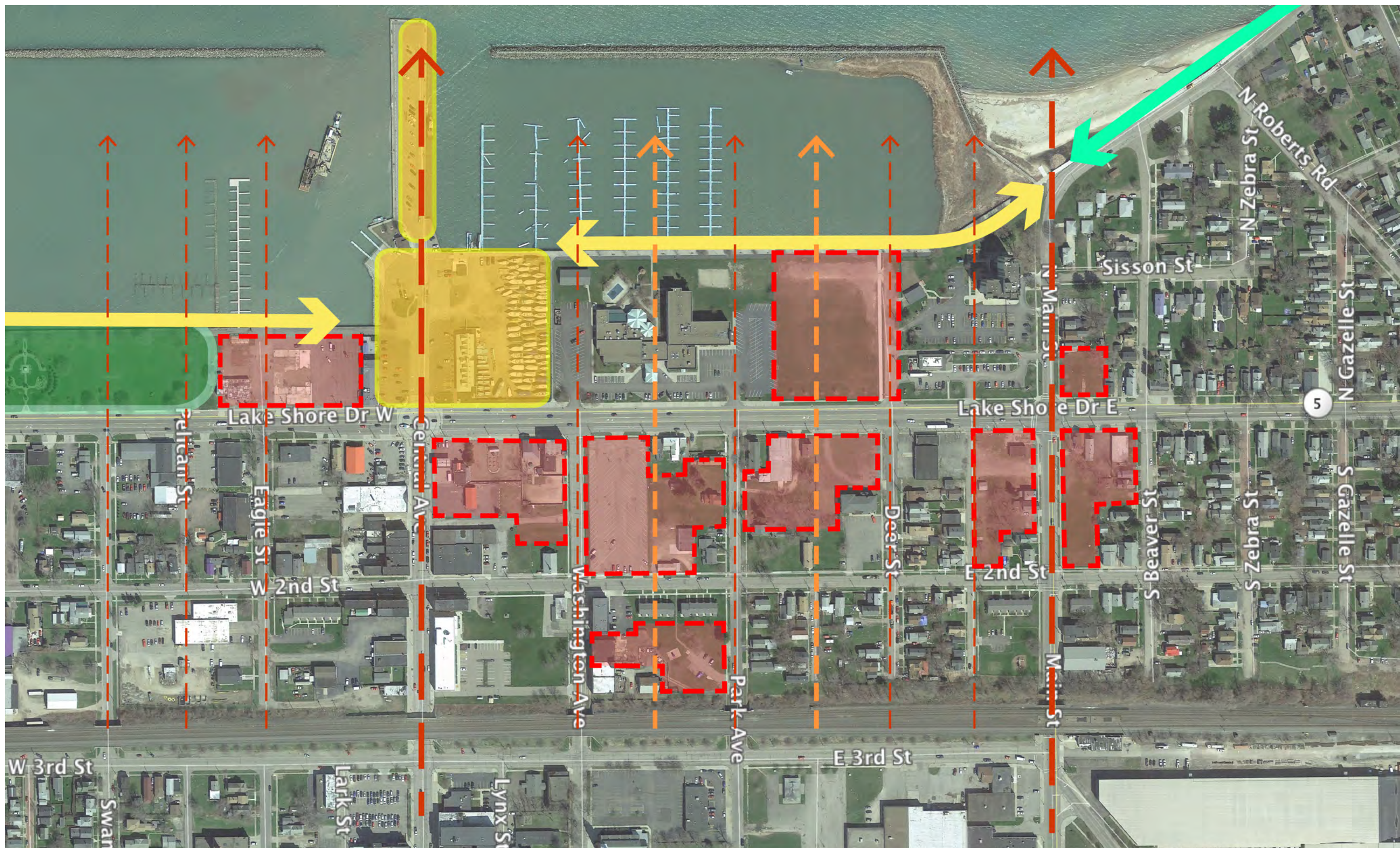






Focus Area on Lake Shore Drive





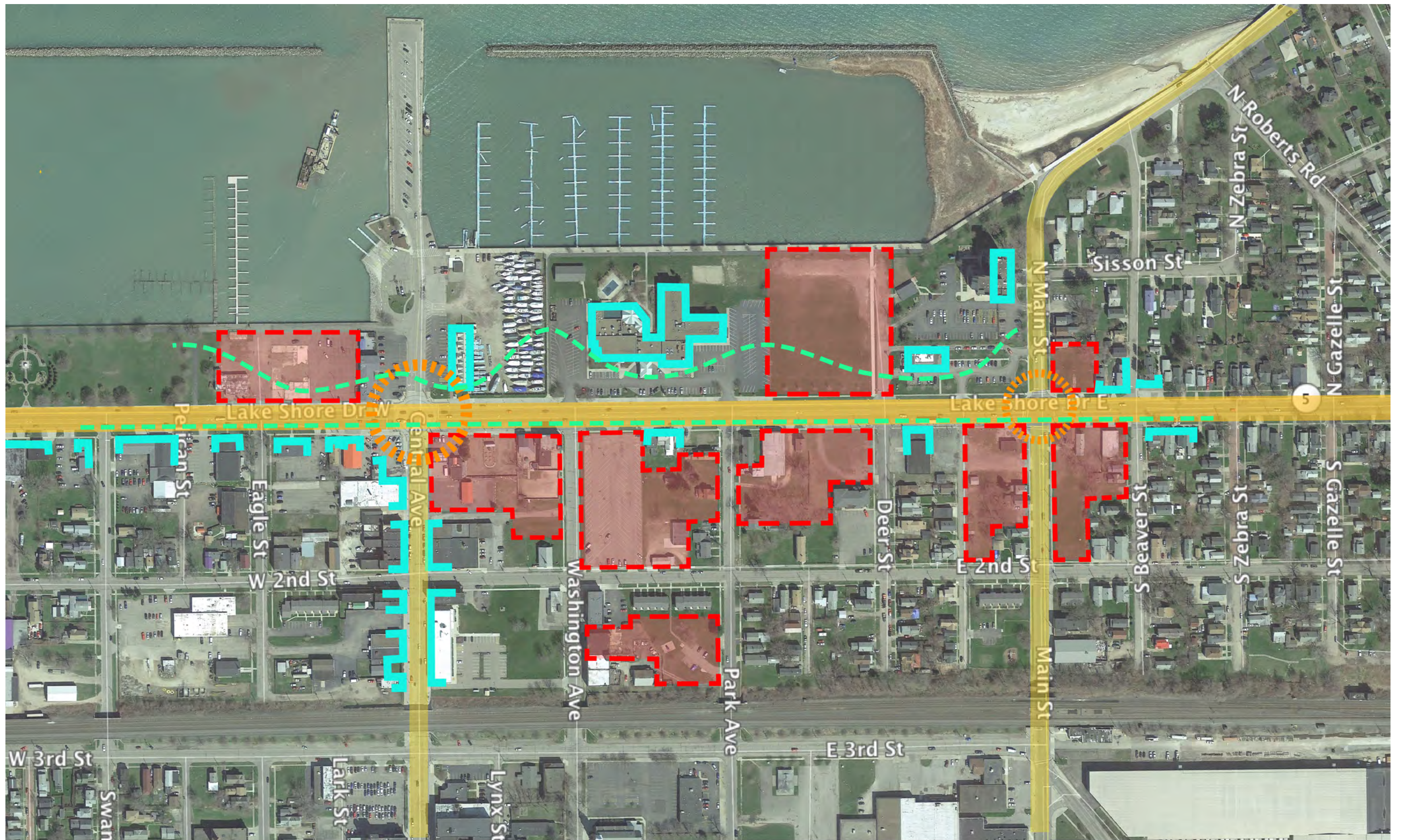
## View Corridors





Central Avenue approaching the lake





Lake Shore Drive has 2 different sides





Lake Shore Drive – two different sides





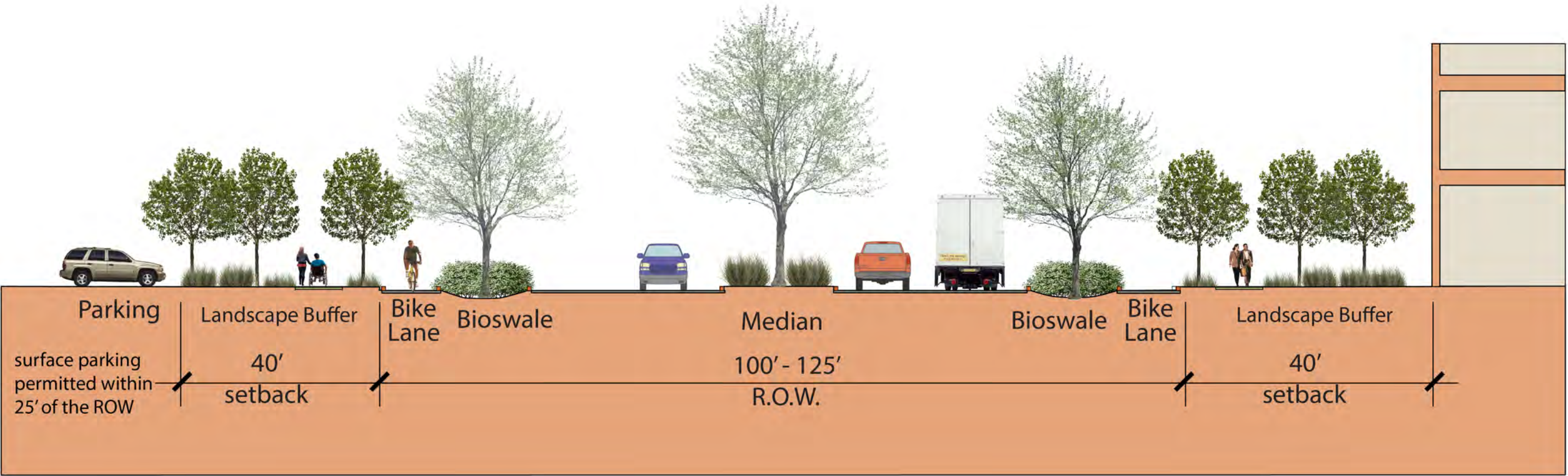
Precedent; Lake George Frontage Road



Existing

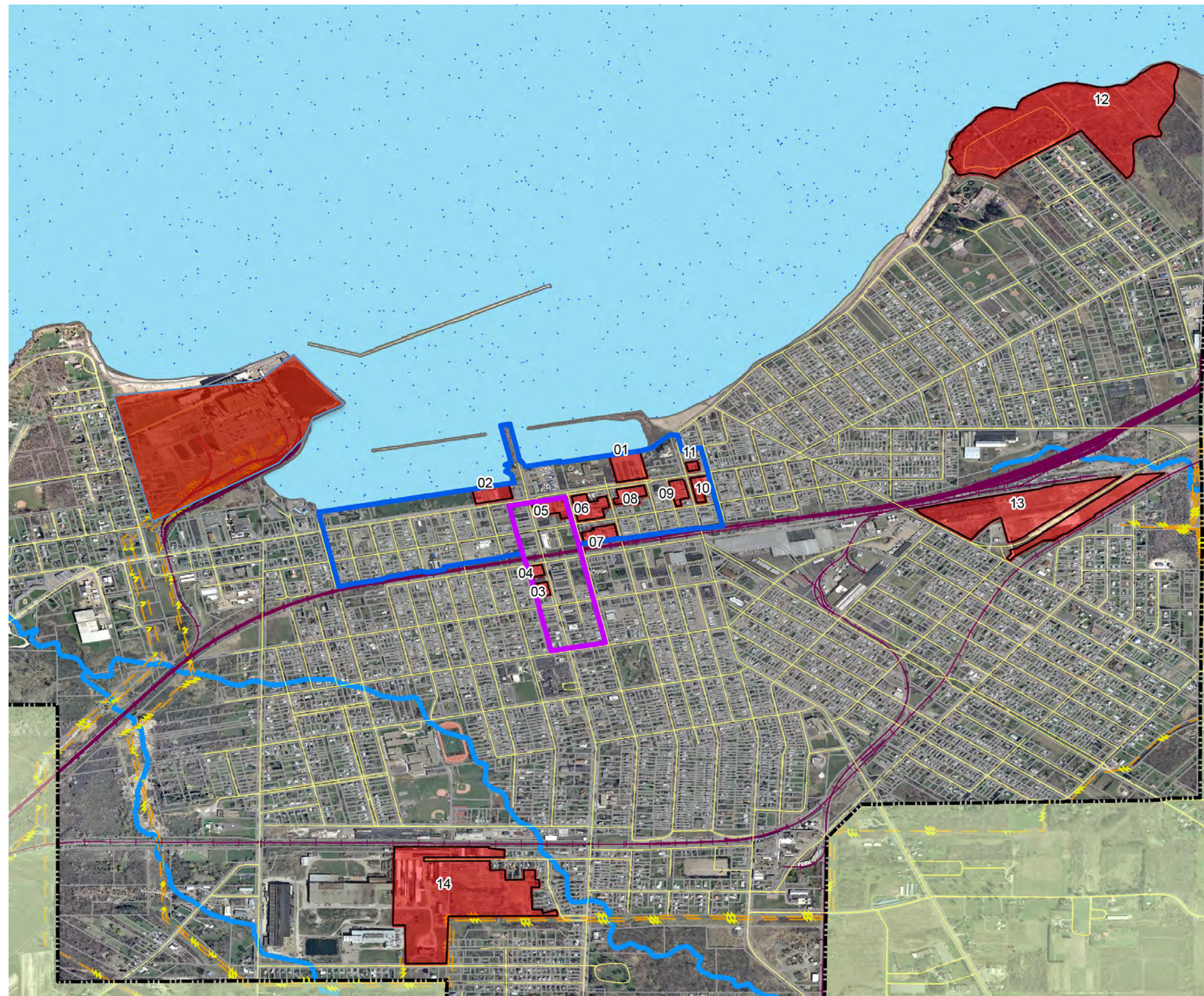


Proposed



Precedent; State Rte 20 in Gary, IN — road improvement near Lake Michigan









The NRG Site





Potential Land Recapture





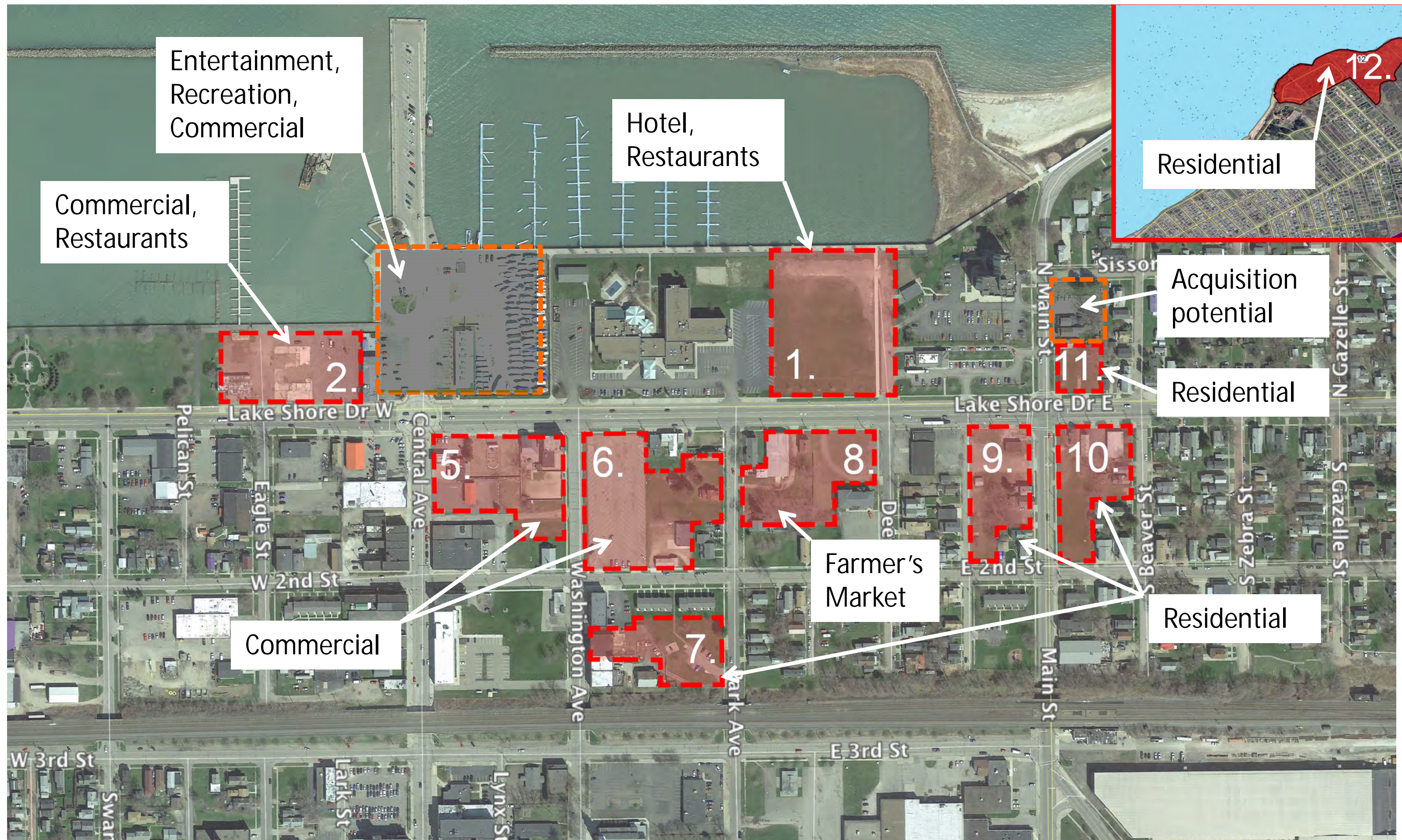
Potential Trail realignment to create a continuous waterfront trail





Public Actions





BOA Strategic Sites



# Dunkirk Work Session – 12-7-16

## Morning Work Session

### NRG Site

- Can we reclaim coal disposal area for parks and open space to support a harbor front, multi-use area?
- Reuse the old railbed for pathways and pedestrian connectivity.
- Public fishing access, science center, parking, pedestrian facilities
- Can we do a GI showcase? Bridging the old with the new, green tech!
- Whole site is under PILOT – probably 18-20 years remaining. Might be incentive for them to renegotiate.
- SUNY Great Lakes Science Center – institution focusing on Great Lakes research.
  - o SUNY facility to get students drawn to the area

### Lakeshore Drive

- Wide expanse of asphalt
- Is on-street parking necessary?
- Intimidating to cross
- Need to soften it
- State route – so NYSDOT involved
- Can we underground utilities?
- Lakeshore Streetscape improvements from Woodrow Ave to Main Street
  - o Signage, pedestrian improvements, lighting, landscaping, connectivity, etc.

### Central Avenue Corridor

- Review the report recommendations
- Framework for improvements and connectivity
- Why no landscaping along Central?
- County Connection Plan – committed to bike lanes
  - o Bringham Road may be an alternative to Central

### Land Use

- SUNY Great Lakes Ecological Discovery Center – reuse of a portion of the NRG Site
- Signage needs to be more robust – can we get signage on the thruway?
- Traffic calming in the downtown/shoreline areas
- Design guidelines for “Chadwick Bay Village” – brand the area



- Look at parcels adjacent to Lark Street Parking area
- The Pier, marina storage site, and boat launch area needs to be rethought...need to connect those spaces to the road frontage – and the City.
  - o Move the boat launch over adjacent to the NRG rail tracks
- Get Dunkirk on the Wine Tour – tasting center, microbrewery,
- Can Incentive Zoning be a tool here to incentivize development

#### Target Site 3 – Masonic Temple

- Plenty of interest in doing something with this site. Half owned by LLC and other half owned by Graf?
- City has a plan in place for this site
  - o Can this be the site we focus an expression of interest??

#### Target Site 5

- Site of potential for bringing down to grade level due to rehab issues
- Parking lot across the street could be shared – full on the weekends in summertime

#### Target Site 8

- EOI for Site 8
- Owner is willing to anything – active participant

#### Funding Sources

- CFA
- CHIPS
- TIGER
- Empire State Development

#### Local Approvals

- Planning Commission Approval
- Zoning Commission
- Harbor Commission
- City Council

# Property Owner and Operators Meeting

## Site 1

- Hotel
- Wine tasting
- Waterfront oriented

## Site 12

- Complete housing community
  - o Market rate apartments
  - o Clubhouse
  - o Attractive park-like setting
  - o Single family lake front lots
  - o Townhouses and apartments
- Extend bike bath
- Issue of location of the Chautauqua food pantry ministry building being right at the gateway of the Downtown/Waterfront – located at Central Ave and 2<sup>nd</sup> Street
- Needs signage
- Private investment
- Vision
  - o Needs to be a year-round location – not just 13 weeks
  - o Need to be ready for how the market might effect change once a couple catalytic sites are developed
- Multi-use seems to be priority for folks at the EDC
- Higher income housing is greatly desired
- Parks, marinas, hotels, entertainment
- Clarion hotel 40% occupancy on average year round
  - o 70-80% during summer
- Dunkirk and Fredonia link has to be made for long-term impact and revitalization.
- Farmers Market should be looked at as a cooperative with Fredonia
- Affordable housing is oversaturated – too much low-income housing.
  - o Need to focus on middle income
  - o Upper-middle income housing
  - o Senior citizens
    - Discretionary income and time



# Stakeholder and Public Meeting

- Goal at the end of the process is to give the city a roadmap and guidelines for implementing key projects to effect redevelopment and rebirth of Dunkirk
- Undergrounding utilities is an important component to beautifying Lake Shore and enhancing the viewshed
- Branding branding branding!
  - o Chadwick Village
- Critical to get people coming from I-90 into Dunkirk down Central Ave, not Main Street
- If the NRG site is too cumbersome to extend the trail, consider Point Drive North to rebuild the existing sidewalk into more of a multi-use path
- The confluence of Central Ave and the Pier needs to be repurposed and made a public square – relocate boat storage and launching
- Dunkirk is only city from Cleveland to Rochester that has a major roadway with Lakeshore visibility from car along your drive, i.e. Chicago.
  - o Clearly there are some who disagree with development on vacant sites along the shoreline – should be dedicated to public space
- (Internal team Note from Keith) – check out new harborside hotel development in Watkins Glen, very similar site conditions as Site 1
- Strong support for carrying pathway around the NRG site along the shoreline
- ACOE in the past has not been in favor of dredging around the NRG site for any purpose
- Can there be some rethinking about a percentage of waterfront property that remains open space?
- Nicole had been working on “some other projects” in the pier area – all of these projects directly relate to the things we’re talking about, i.e. ...
  - o Getting more people down to the pier more nights of the week
  - o CFA applications for the pier will be announced tomorrow (12-8-16)
  - o Reduction of width of lakeshore drive
  - o New trail extensions
- Need to think about spaces/activities for kids – year round not just summer
- Can truck traffic along Lakeshore Drive be reduced and rerouted? What are the main destinations along Lake Shore for truck traffic?
- There are roughly \$1M in park improvements planned in Dunkirk – much of which has been funded through grants.
  - o Wright Park is the target for much of this
    - Splash pad, ice rink, pool upgrades, locker rooms, playgrounds, etc...
- What is status of public beaches – there are two in Dunkirk.
- Kids Discover Center has been a discussion for Dunkirk somewhere.
- Housing Authority – no waiting list for affordable housing in Dunkirk
  - o Demand for moderate to high income housing
- New housing is needed – stock is aging and upside down in sense that the poorest housing in closest to the water