

CITY OF LOCKPORT



2024 Comprehensive Plan

FINAL



Acknowledgments

The City of Lockport thanks the Steering Committee members, community stakeholders and residents, and City Officials who contributed to the drafting of this Comprehensive Plan. The Steering Committee volunteered their invaluable time, knowledge, and leadership towards the development of this document. The generous public input provided by community stakeholders and residents was integral to defining the community's vision and shaping the goals identified in this Comprehensive Plan. Finally, City officials, in an effort to continue the quality of life for Lockport residents, were responsible for the initiation and completion of this Plan.

Specifically, the City would like to acknowledge the following individuals:

COMMON COUNCIL

- Michelle Roman, Mayor
- Mark Devine, President & 3rd Ward
- Joseph Oates, 1st Ward
- Luke Kantor, 2nd Ward
- Debra Allport, 4th Ward
- Richard Abbott, 5th Ward
- Ellen Schratz, Alderman at Large

STEERING COMMITTEE

- Gary Bennett, Greater Lockport Development Corporation (GLDC) Board
- Renee Cheatham, School Board & Town Resident
- James Elmer, City Director of Engineering
- Amy Fisk, County Brownfield Program Manager
- Kevin Foltz, City Planning Board
- Kevin McDonough, City Resident
- Ellen Schratz, City Common Council
- Brian Smith, City Director of Planning & Development

PLAN PREPARED BY:



Acronyms

Several agencies, organizations, and planning terms are referenced throughout this document. This list defines the acronyms for the most commonly used titles and names:

ACS:	American Community Survey
CFA:	Consolidated Funding Application
CPS:	Community Preference Survey
DEC:	Department of Environmental Conservation
DOS:	Department of State
DOT:	Department of Transportation
DRI:	Downtown Revitalization Initiative
FLU:	Future Land Use
GIS:	Geographic Information Systems
HUD:	Department of Housing and Urban Development
LWRP:	Local Waterfront Revitalization Program
NC:	Niagara County
NYS:	New York State
SEQRA:	State Environmental Quality Review Act
US:	United States

Table of Contents

INTRODUCTION 01

A Comprehensive Plan	02
Planning Horizon	02
Project Timeline	02
Benefits of a Comprehensive Plan	03
Supporting Plans & Studies	04
Public Input Summary	07

COMMUNITY PROFILE..... 8

Regional & Historic Context	9
Population Trends	12
Housing	13
Socioeconomic Conditions	14
Local Industry	15
City Infrastructure	16
Existing Land Use	18
Environmental Conditions	23

VISION & GOAL FRAMEWORK 26

The Framework	27
Our Vision	28
People	29
Prosperity	33
Places	37

PLACE-MAKING & LAND USE

STRATEGY 38

Introduction	39
Downtown	41
Commercial Activity Centers	45
Neighborhood Commercial Corridors	51
Industrial Activity Centers	54
Neighborhoods	59
Parks & Open Space	66
Erie Canal Corridor	69

CONCLUSION..... 73

A Community-Driven Planning Process	74
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Indigenous Land Acknowledgment

The City of Lockport recognizes that it is situated on the homelands of the Wenrohronon tribe and the Haudenosaunee people, an indigenous community that has resided here for thousands of years.

The Haudenosaunee Confederacy (translated to “People of the Longhouse”) includes the Onondaga, Mohawk, Oneida, Cayuga, and Seneca Nations. Through a series of treaties in the 18th century, the Haudenosaunee Confederacy and the United States affirmed the independent sovereignty of the Confederacy, drew and compensated for territorial boundaries, and advised for peace between the Confederacy and the United States. The three standing treaties include the Treaty of Fort Stanwix of 1784, the Treaty of Fort Harmer of 1789, and the Canandaigua Treaty of 1794. The City of Lockport upholds these treaties and their calls for friendship, and respects the Confederacy’s self-governance as asserted through the treaties.

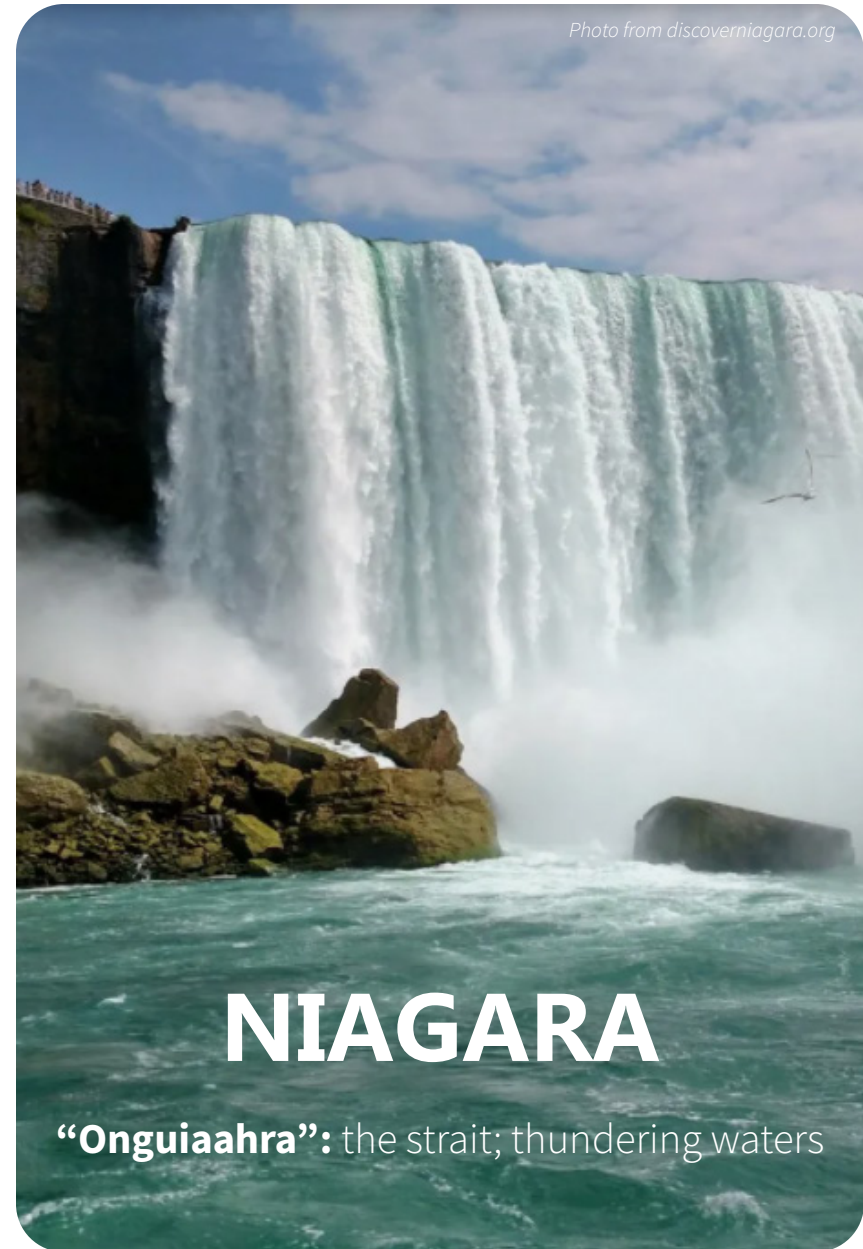
The City of Lockport recognizes that the Haudenosaunee people are integral members of our community who have and continue to support our community’s growth and quality of life. Through this acknowledgment, the City of Lockport hopes to convey our regret for the harms inflicted upon the Haudenosaunee people during the colonization of this land, and demonstrate our respect for the Haudenosaunee Confederacy and the relationships we have developed.

This acknowledgment also intends to express our commitment to increasing local knowledge of indigenous land and culture, and to strengthening and improving our relationship with the Haudenosaunee Confederacy and descendants of the Wenrohronon for the betterment of our community.

RESOURCE:

<https://www.haudenosauneeconfederacy.com/>
<https://native-land.ca/>

Photo from discoverniagara.org





Introduction

Erie Canalway Trail - Lockport



A Comprehensive Plan

According to NYS General City Law Section 28-a, a Comprehensive Plan is

“... the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the city.”

The intention of the Comprehensive Plan is to document a community’s existing conditions, identify the community’s future vision, establish policies, and put in place an implementation strategy. The Comprehensive Plan is one of the most important policy tools a community can implement. Its vision, policies, and objectives serve as a guide for decision-makers and community leaders, while also providing a comprehensive development framework to guide future investment.

Because communities evolve over time and their vision may change, the Comprehensive Plan should be updated to ensure it reflects the current conditions and values of the community. For example, the City of Lockport’s previous Comprehensive Plan was adopted in 1998. At that time, the City’s socioeconomic conditions and



the trends it was facing were very different than those present in 2022.

Without comprehensive planning, communities are more likely to fall subject to disjointed policies and actions, which may not serve the community in the most efficient manner and may even come with unintended consequences. Planning provides for a process in which the existing and future needs and desires of the community are well-considered, allowing community leaders to readily engage in proactive decision-making, rather than rely on reactionary efforts.

Lockport’s Plan shall serve as the foundation for the development of future planning and policy decisions. Future decisions deviating from the stated vision and policies herein should be uncommon. Actions that are not in alignment with this Plan should be carefully considered for their overall benefit and impact to the community, in the same manner in which this Plan was developed.

Planning Process

This Comprehensive Plan was developed in concurrence with an update to the City’s Zoning Code (Chapter 190). Due to the inherent connection between comprehensive planning and land use, this is a best practice that ensures land use regulations support the overall future development vision of the community. This approach is consistent with NYS Law, which states, “All city land use regulations must be in accordance with a comprehensive plan.”

To guide the joint Comprehensive Plan and Zoning Code Update, two Steering Committees consisting of local elected officials, staff, residents, and business owners were established. Some Comprehensive Plan Committee members also served on the Rezoning Committee, and vice versa, to ensure a cohesive and consistent direction for both documents.

The Comprehensive Plan Committee ensured that the Plan reflected the findings and goals of other local planning initiatives, incorporated community input, and addressed the greatest challenges and opportunities facing the community. Throughout the drafting of the Plan, they provided local insight, recommended adjustments to the project process, and provided feedback on draft documents.

Planning Horizon

The typical planning horizon for a Comprehensive Plan is 10 years. In other words, this Plan is expected to guide decision-making, investment, development, and programming in the City of Lockport until 2033. However, due to the potential for rapidly-changing economic, environmental, and social conditions, it may be appropriate to review and revise this Comprehensive Plan as needed in the interim.

Benefits of a Comprehensive Plan

According to NYS General City Law Section 28-a,

“Among the most important powers and duties granted by the legislature to a city government is the authority and responsibility to undertake city comprehensive planning and to regulate land use for the purpose of protecting the public health, safety and general welfare of its citizens.”

While the primary, single purpose of the Comprehensive Plan is to define, document, and lead the community to its future vision, the Plan impacts investment and initiates change in the community through a number of avenues. These include, but are not limited to:

- Acquiring grant funds,
- Shaping zoning and guiding land use decisions,
- Informing City financing decisions, and
- Supporting local social and economic initiatives.

By weaving these approaches together, a community can achieve a wide range of benefits for its residents, businesses, and civic organizations.

ACQUISITION OF GRANT FUNDS

ZONING & LAND USE

CITY FINANCING

SOCIAL & ECONOMIC INITIATIVES

BENEFITS OF COMPREHENSIVE PLANNING

A Comprehensive Plan can assist the City in applying for grant funding by demonstrating a deep familiarity with the community’s needs, goals, and well-considered vision for future investment.

Per Section 28-a of NYS General City Law, “All city land use regulations must be in accordance with a comprehensive plan adopted pursuant to this section.” Having an up-to-date Comprehensive Plan can not only help to inform revisions to the City’s land use laws, but also support Lockport in its land use decision-making processes.

The Comprehensive Plan outlines key programs and projects that the community would like to see implemented in the foreseeable future. Therefore, the Comprehensive Plan can serve as a tool when determining how to allocate the City’s capital programming.

Beyond future land use recommendations and development strategies, the Comprehensive Plan also documents the cultural, social, environmental, and economic initiatives important to the City. These types of efforts support Lockport in enhancing the quality of life for its residents.

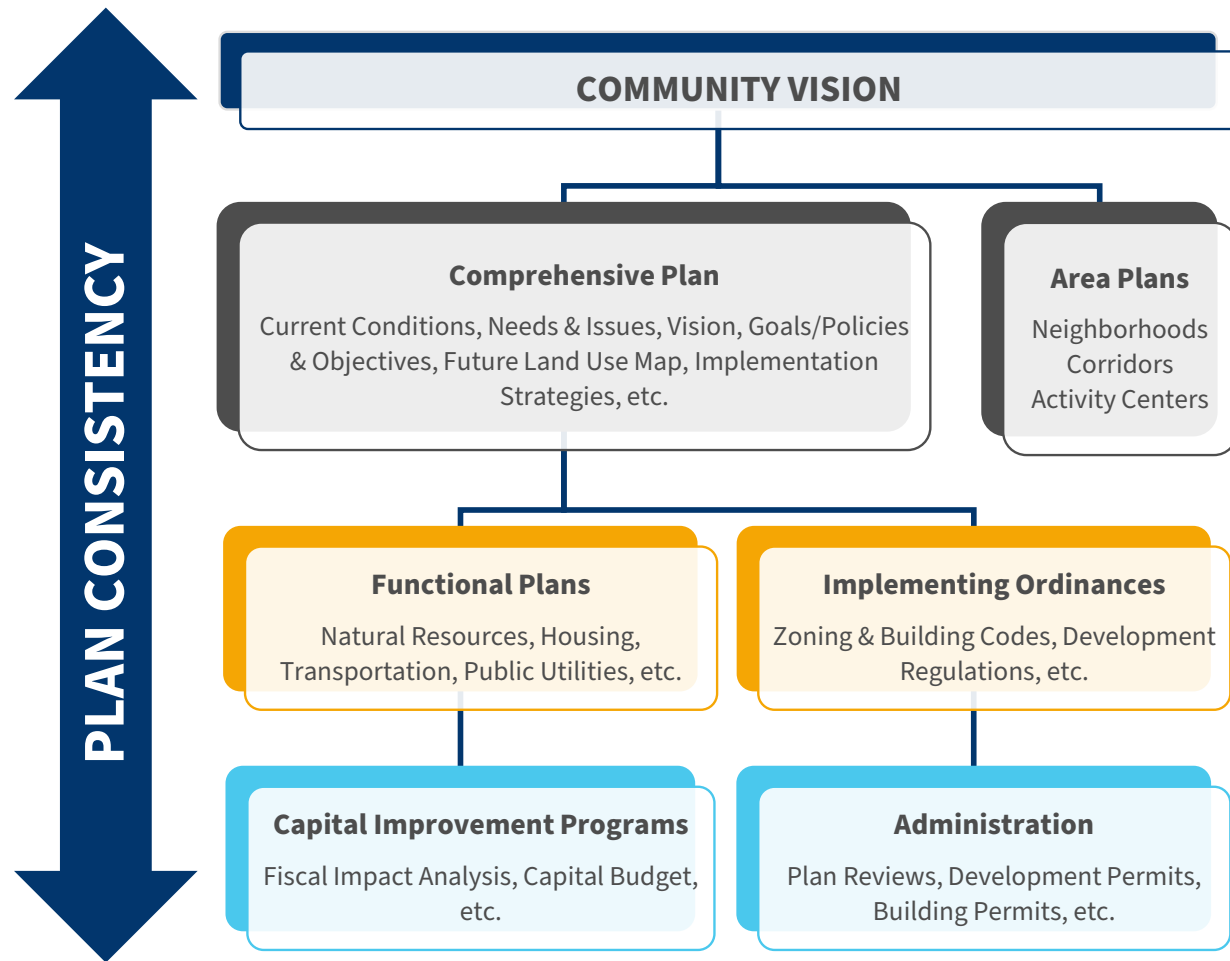
Supporting Plans & Studies

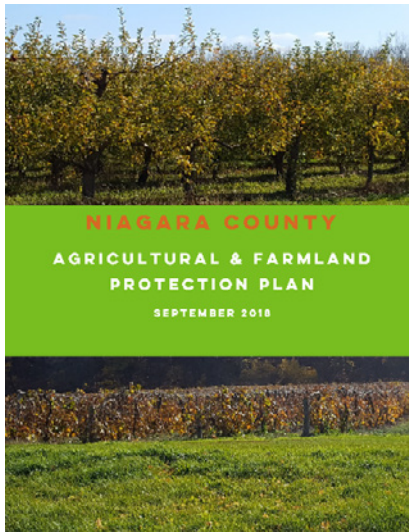
Lockport’s Comprehensive Plan is not intended to be a stand-alone document. Rather, its implementation should be supported by other local planning efforts, including area plans, functional plans, capital improvement plans, land use regulations, and administrative procedures.

As part of this planning process, four existing City and regional plans and studies have been reviewed and incorporated into this Plan to ensure consistency with broader community and regional goals.

These include the:

- Niagara County Agricultural & Farmland Protection Plan (2018),
- Niagara County Comprehensive Economic Development Strategy (2020),
- City of Lockport Downtown Revitalization Initiative (DRI) (2019), and
- City of Lockport Tourism Focus Area Nomination Study (2015).



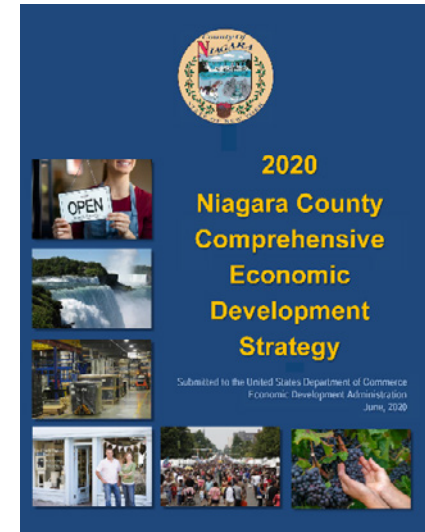
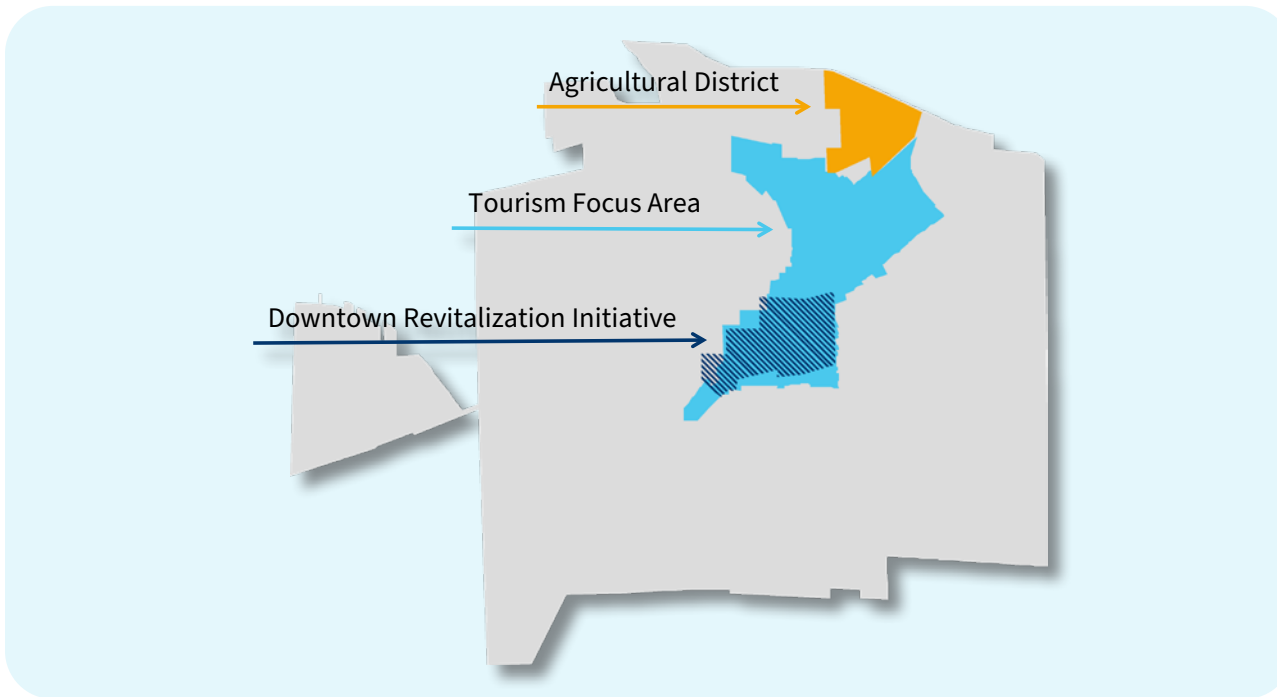


NIAGARA COUNTY AGRICULTURAL & FARMLAND PROTECTION PLAN (2018)

The Niagara County Agricultural & Farmland Protection Plan aims to strengthen the County’s agricultural industry by establishing strategies for production of agriculture, agritourism and food markets, retaining and attracting farmers, and agricultural marketing and educational programming.

The Plan identifies eight agricultural parcels in the City of Lockport, equivalent to 206 acres and less than 1% of the entire City’s land area. In the Plan, the

City of Lockport is identified as an area experiencing high conversion pressure from farmland to residential development. It is recommended that the City utilize a variety of tools, including conservation easements, purchase and transfer of development rights, zoning, and others to protect existing farmland and agricultural operations.



NIAGARA COUNTY COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (2020)

The Niagara County Comprehensive Economic Development Strategy is an effort that identifies the economic state of the County and ongoing and potential economic development strategies for each municipality. For the City of Lockport, five key strategies were identified:

- Complete the projects outlined in the City of Lockport’s Downtown Revitalization Initiative
- Improve and extend local pedestrian and bicycle paths, including the Lockport Rail Trail
- Complete the Flight of Five – Phase III Restoration Project
- Rehabilitate the Gulf Interceptor Sewer
- Complete the Lockport Harbor and Marine Center



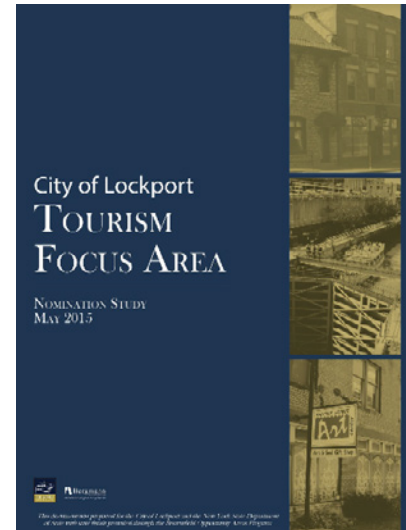
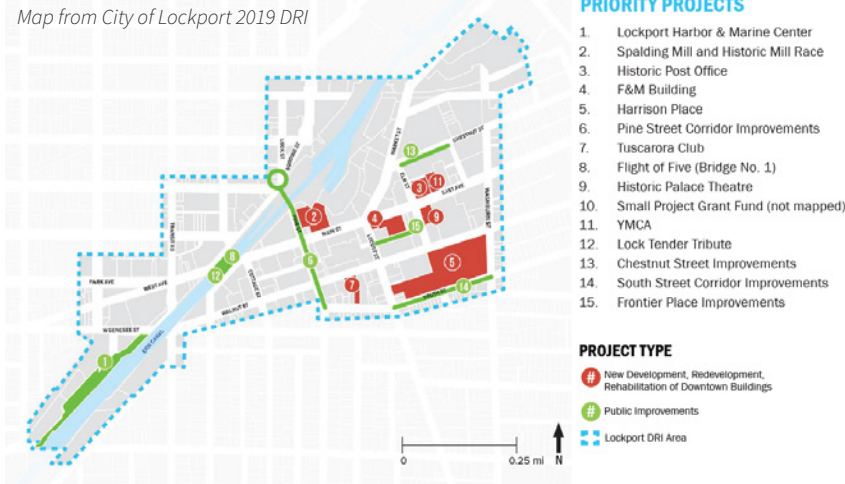
CITY OF LOCKPORT DOWNTOWN REVITALIZATION INITIATIVE (DRI) (2019)

The DRI is a New York State-funded program that strives to support the economic vitality of downtowns throughout the state. Each awarded downtown receives a \$10 million grant to put towards approved infrastructure upgrades and programming activities.

The City of Lockport's DRI was awarded in 2019, and the approved projects include the following:

- Rehabilitate the Spalding Mill building and site
- Rehabilitate the Historic Post Office
- Rehabilitate and adapt the F&M Building for mixed-use development
- Restore and expand Harrison Place as a business community hub
- Install streetscape enhancements on Pine Street
- Install streetscape enhancements on South Street
- Convert the former Tuscarora Club into a mixed-use facility
- Complete the restoration of the Historic Palace Theatre
- Establish a grant fund program for small projects
- Create a Lock Tender Tribute on the Erie Canal steps

Map from City of Lockport 2019 DRI



CITY OF LOCKPORT TOURISM FOCUS AREA NOMINATION STUDY (2015)

The City's Tourism Focus Area covers 810 properties (490 acres) along the Erie Canal and Eighteen Mile Creek, of which 70 are brownfields and 98 are vacant or underutilized. The Study offers a revitalization strategy for the City of Lockport with four recommendations:

- **Marketing:** Incorporate a brand into marketing efforts, tie local products to the branding strategy, and use a digital marketing platform.
- **Tourism:** Promote the City as a destination, develop programming that attracts day-trippers and historic/cultural tourists, and implement infrastructure upgrades to improve visitor experience.
- **Place-Making and Quality of Life:** Establish public realm destinations along the Canal, diversify housing options, create mixed-use environments, promote sustainable design practices, increase pedestrian activity, and establish design guidelines for the center of the City.
- **Economic Development:** Support new and existing businesses, attract tourists, diversify housing options, and guide development on brownfield and vacant/underutilized sites.



Map of potential brownfields from City of Lockport 2015 Tourism Focus Area Nomination Study

The Study also identified 21 specific projects, including trails and pedestrian route enhancements, streetscape upgrades, mixed-use development, a new park, a concert venue, and a sports center.

Public Outreach Efforts

Several opportunities for public engagement were provided throughout this comprehensive plan update process. These efforts facilitated the sharing project information and soliciting public feedback. The various tools and events for public outreach included the project website, public meetings, and online surveys. Highlights of each outreach element are provided on this page.

PUBLIC MEETINGS

Public meetings for this effort included:

- Virtual Public Kick-Off (July 2021)
- Joint Review Board & Steering Committee Worksession (July 2023)
- Open House & Steering Committee Public Hearing (August 2023)
- Common Council Public Hearing (October 2023)

ONLINE ENGAGEMENT TOOLS

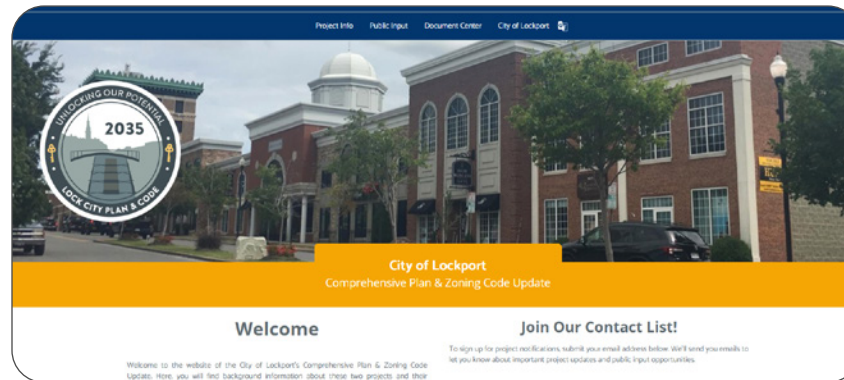
The engagement opportunities utilized for this project included:

- Visual Community Preference Survey (July - August 2021)
- Interactive Ideas Wall (July - August 2021)
- Draft Plan Survey (September 2023)

Detailed summaries of the feedback obtained through the CPS can be found in the Appendix.

WWW.LOCKPORTNY.GOV/PLAN-CODE-UPDATES

On the project website key project information was shared about project progress, meetings, surveys, and deliverables. Visitors could also sign up for email updates and submit comments and questions.



The slide is titled 'WELCOME!' and dated 'August 28, 2023 Open House'. It contains the following text: 'Thank you for coming to the Open House for the City of Lockport's 2023 Comprehensive Plan and Zoning Code Updates! The intent of this Open House is to provide residents with an opportunity to review and comment on the Draft Comprehensive Plan and Zoning Code, while also learning more about how they are interrelated. Your input will help shape the documents prior to their consideration for adoption by the Common Council. This project is unique in that the City has undertaken concurrent updates to its Zoning Code and Comprehensive Plan to ensure that the documents are consistent in policy and reflect current community values. The Draft Comprehensive Plan provides a context for Lockport's vision, goals, and community development preferences, while the Draft Code implements the vision of the Comprehensive Plan in a clear, concise regulatory framework that will shape and guide future investment. Although the plan and code have been developed in tandem, they exhibit key differences in their format, purpose, and applicability, which are described below.'

The slide is divided into two main sections: 'The Plan' and 'The Code'. 'The Plan' includes: Introduction, Community Profile, Vision + Goal Framework (People, Prosperity, Places), Placemaking + Land Use Strategy, and Conclusion. 'The Code' includes: Part 1. Enactment + Administration, Part 2. District + Use Regulations, Part 3. Development Standards, Part 4. Application + Review Procedures, and Zoning Map.

Below these sections is a box titled 'New York General City Law §28-A' with the text: 'All city land use regulations must be in accordance with a comprehensive plan adopted pursuant to this section.'

At the bottom, there are two boxes for 'Purpose & Applicability':

- The Plan Purpose & Applicability:**
 - Serves as a statement of public policy to guide decision-making
 - Articulates a community's long-term vision, values, and priorities
 - Drafted by Committee and referred to the Common Council
 - Adopted via a Resolution passed by the Common Council
 - Provided for by NYS Law, but does not carry full force of law
- The Code Purpose & Applicability:**
 - Serves as a regulatory tool to shape and review investment
 - Enumerates specific standards/metrics for uses, lots, and buildings
 - Drafted by Committee and referred to the Common Council
 - Adopted via a local law passed by the Common Council
 - Granted full force of law for enforcement, including penalties

Our parks need more universal accessibility, including paths to amenities like the basketball courts, baseball/softball fields, pavilions, and playgrounds. Connecting our parks with trails and bike paths with signage would promote our green spaces and make our neighborhoods more cohesive.

Parks & Recreation | 2 years ago | Like | Dislike

We should do what we can to encourage and protect urban farms and community gardens within the city limits. They add to the sense of history and beauty throughout the neighborhoods while providing a source of fresh, healthy foods to communities that might not have access to a nearby store.

Sense of Community | 2 years ago | Like | Dislike

The greatest strength of our downtown is the Erie Canal in general but more specifically, the manually operated early 19C Flight of Five Locks standing side by side with the two electrically powered locks from the 1910's. This is something unique along the NYS Canal system and quite possibly unique in the world. This spot is what gives Lockport its sense of place, its reason for being and provides our community with a one of a kind small town equivalent of a Central Park...to be continued.

Canal & Downtown | 2 years ago | Like +2 | Dislike

The City of Lockport has a significant challenge in figuring out how to grow and encourage small business development. We don't have room for the big box development that is taking place in the Town of Lockport so we need to figure out a way to reimagine some neighborhood uses and allow for small business development. We are a small city and if I am correct, I believe Russell Salvatore started out as a hot dog vendor before making it, we need to make it easier for our Lockport Entrepreneurs!

Economic Development | 2 years ago | Like +4 | Dislike

Lockport
Erie Canal



Community Profile


↑ Erie Canal
Locks 34 & 35
← Flight of Five



Regional & Historic Context

LOCATION

The City of Lockport occupies approximately 8.6 square miles along the Erie Canal in Niagara County, NY (Figure 1). Nearby cities include Niagara Falls, NY (17 miles to the west), Buffalo, NY (20 miles to the southwest), Rochester, NY (55 miles to the east), and Niagara Falls, Ontario, Canada (20 miles to the west, on the opposite side of the Niagara River). The City of Lockport is also surrounded by a number of natural landmarks and resources, including the Lake Ontario shoreline, Iroquois National Wildlife Refuge, and Niagara Falls.

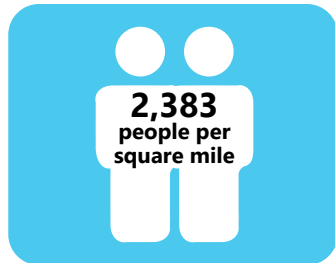
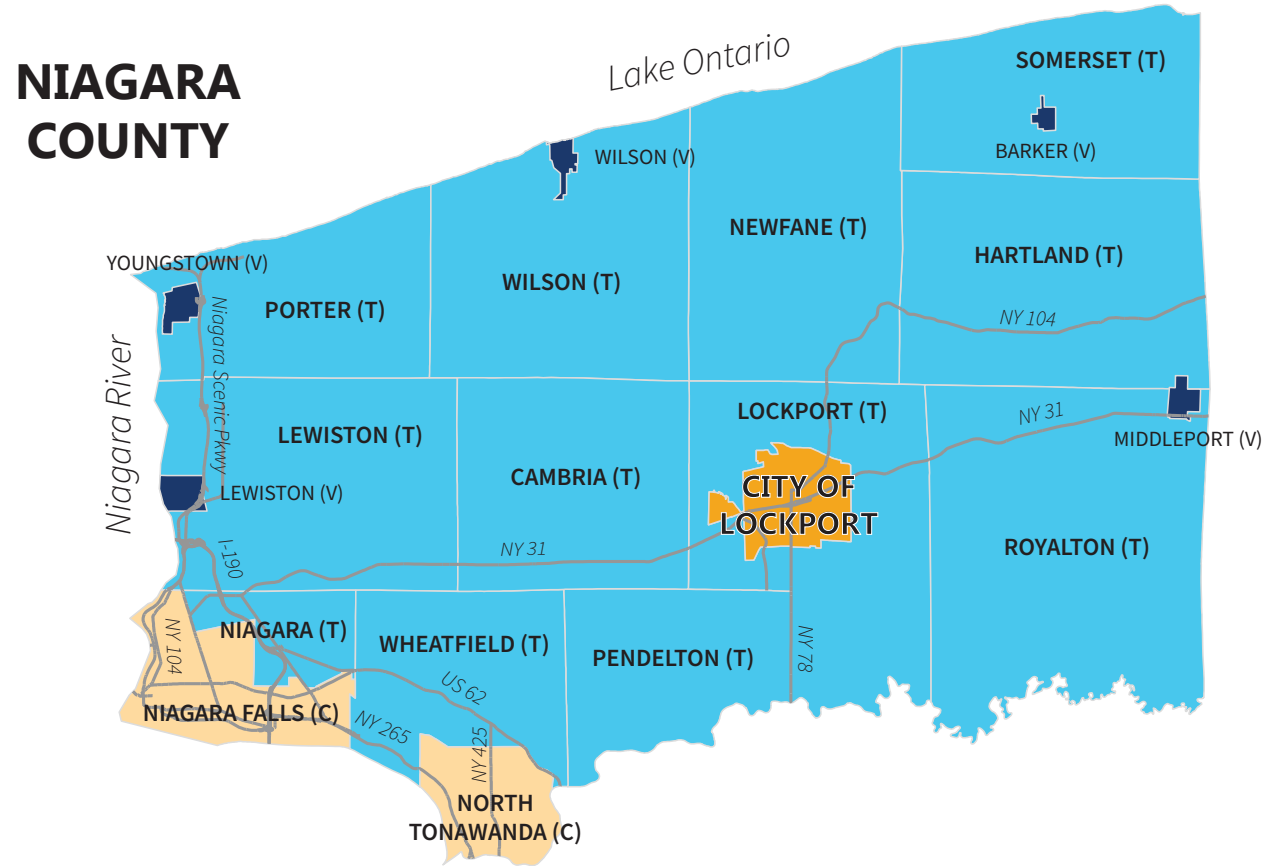


Figure 1: Map of Niagara County municipalities and major travel routes.



HISTORY

The City of Lockport's history is fundamentally tied to its location along the Erie Canal. The Lockport area was first planned in 1818 by Jesse Haines, two years after the location was identified as part of the Erie Canal route. Construction on the Canal began in 1821, sparking an influx of laborers, residents, and merchants, and, shortly after, resulting in Lockport being distinguished as the County Seat. The activity along the Canal also encouraged the expansion of other forms of transportation within Lockport, particularly a series of railroad lines. The opportune combination of robust transportation networks and bountiful hydroelectric power enabled the development of manufacturing industries. Lockport became a hub for lumber, cotton, flour, and paper mills and was home to a number of entrepreneurs and inventions, including the steam powered engine and fire hydrant. Growth following the construction of the Canal lead to

Lockport becoming the first official city in Niagara County in 1865. Throughout the late 1800s and 1900s, the City maintained its manufacturing identity, but also experienced development in community services, including a public school system, private schools, the Lockport Memorial Hospital, and cultural and recreational resources, including a series of parks and memorials and the Lockport Palace Theatre.

While the City of Lockport remains a center for the manufacturing industry, the City has downsized in recent years. Employment opportunities have transitioned towards the retail and service sector, and the City has leveraged its historic and cultural heritage. Now, residents and visitors can often be found touring the canal locks, traveling the Erie Canal Heritage Trail, recreating in the many parks, and enjoying local retail shops and restaurants.

Many know Lockport as the home of the Flight of Five Locks, a historically and structurally significant piece of Erie Canal infrastructure that carried boats over the Niagara Escarpment.

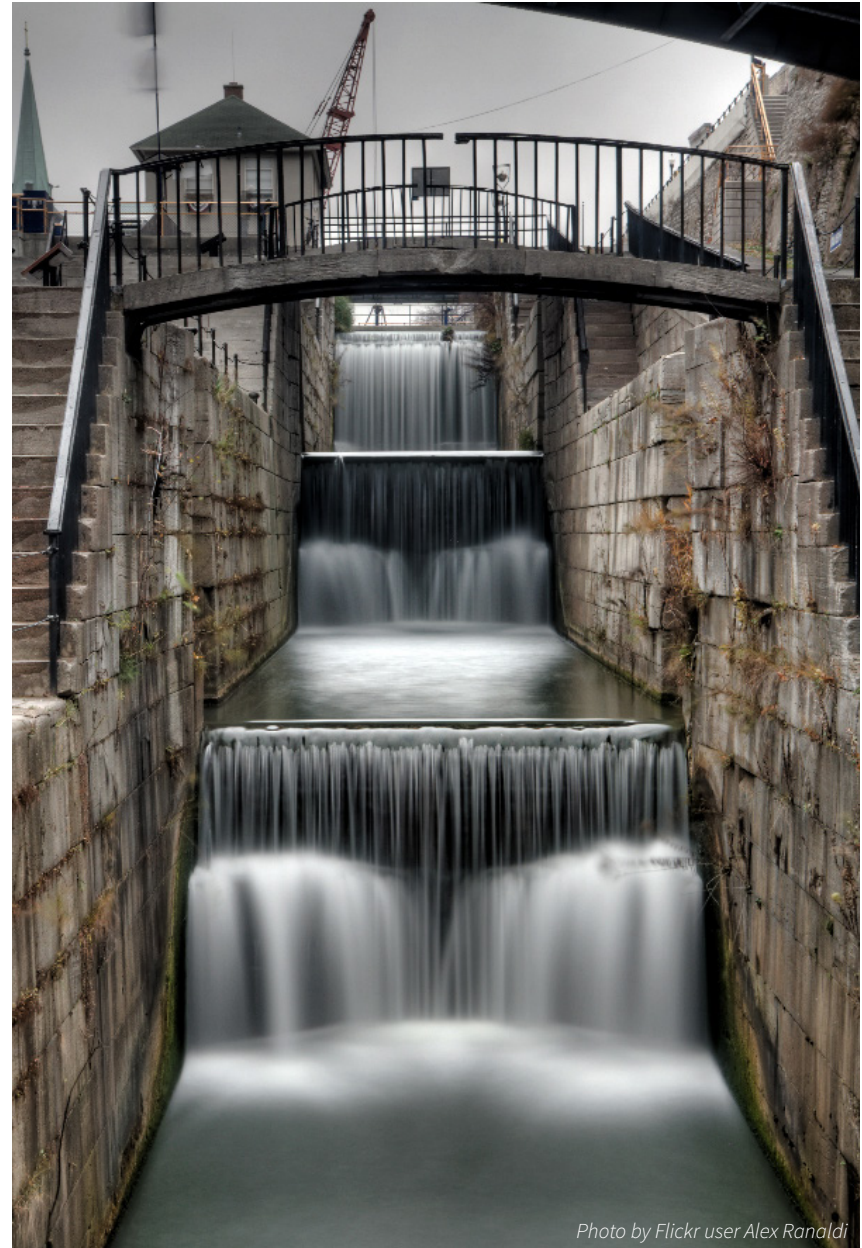


Photo by Flickr user Alex Ranaldi

QUICK FACTS

CITY OF LOCKPORT

20,490
POPULATION

\$45,018
MEDIAN HOUSEHOLD
INCOME

11%
POVERTY RATE

6%
UNEMPLOYMENT RATE

88%
HIGH SCHOOL
EDUCATION+



210,820
POPULATION

\$55,522
MEDIAN HOUSEHOLD
INCOME

10%
POVERTY RATE

5%
UNEMPLOYMENT RATE

91%
HIGH SCHOOL
EDUCATION+

NIAGARA COUNTY

Population Trends

National and regional trends in industry, family size, housing preferences, and other measures are bound to impact a community's population size and age distribution. Because the US as a whole is transitioning from a manufacturing-based economy to a service-based economy, many cities along the rust belt that were once the epicenter of the US manufacturing industry have experienced decline in population as jobs moved elsewhere. The entire United States has also experienced an aging in population, as the large "baby boom" cohort increases in age while younger generations are generally choosing to have smaller families.

The City of Lockport has not been an exception to these national trends. Over the past 20 years, the City's population has declined from 22,279 to 20,490 (Figure 2); this rate of decline is greater than that of

Niagara County overall (-8% versus -4%, respectively). A decline in population can have major implications for the community as a whole, as the tax roll shrinks and more properties may become vacant. However, this also opens up space for new opportunities and development within the community.

Like the US overall, the City's population is aging. Since 2010, all age groups of 54 years or younger declined in population, while all age groups of 55 years or older increased in population (Figure 3). Each age group has their own specific needs for public services to the built environment. For example, older populations often are associated with a greater demand for public transportation services, senior housing options, walkable and mixed use neighborhoods, and infrastructure with universal accessibility. Since the City of Lockport's population continues to age, planning efforts will need to reflect the evolving needs of the community.

Note: Community profile data was derived from the 2000 and 2010 Decennial Census, the 2019 5-Year American Community Survey (ACS), and the US Census Bureau's OnTheMap Application.

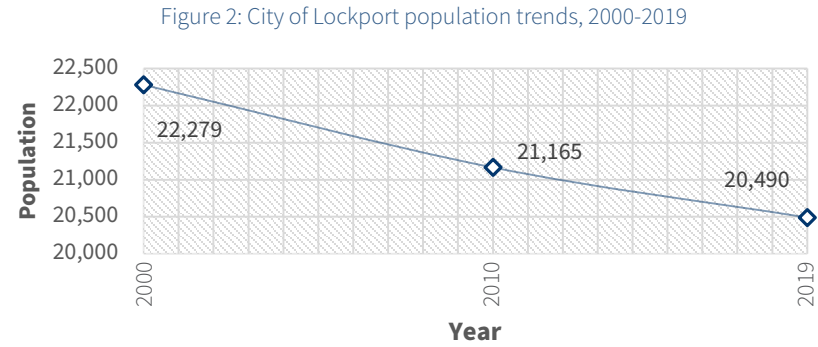
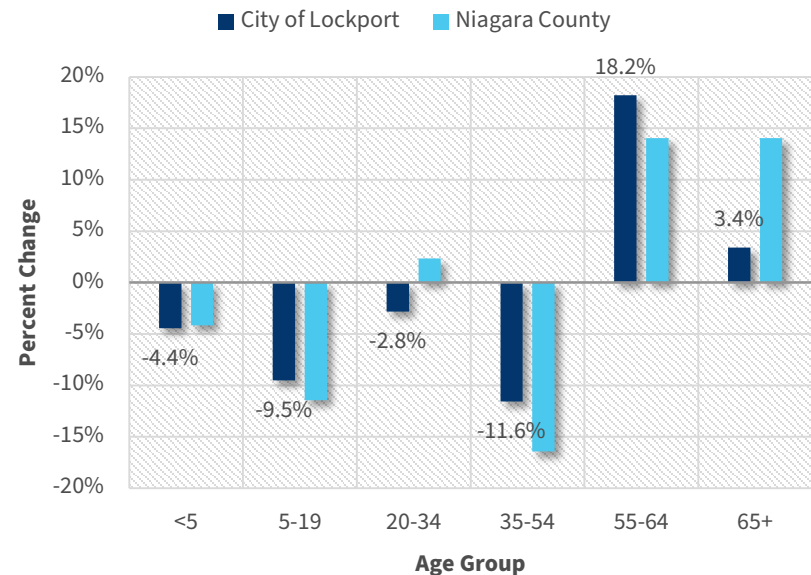


Figure 3: Change in age distribution, 2010-2019



Housing

Like many other communities across the United States, the City of Lockport is experiencing a decline in owner occupancy rates. Since 2000, Lockport's owner occupancy rate has declined by nearly three percent (Figure 4). While the prevalence of rental living arrangements grows, the diversification of housing will become increasingly important in order to accommodate individuals and families across a variety of ages, incomes, and lifestyles. The City is well-positioned to respond to this rise in rental living arrangements, as it currently offers a wider variety of housing configurations than the County overall. For example, over 39% of its housing units are classified as multi-family, whereas at the County-level, over 70% of housing units are single-family homes (Figure 6).

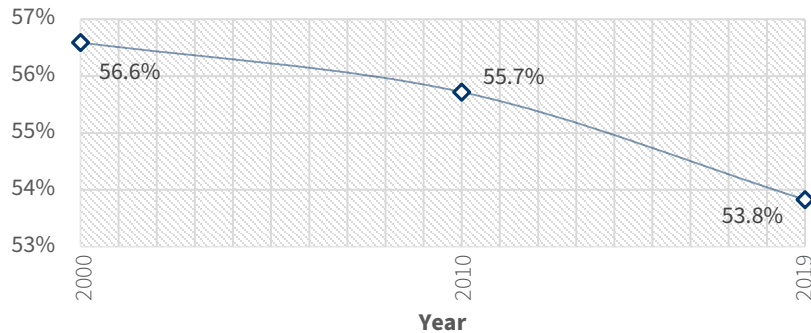
The City of Lockport has a relatively old housing stock. Over 50% of the City's housing was built pre-1940 and only 2%

was built within the past 20 years (Figure 5). The highest concentration of homes built pre-1940 are located in the northeastern neighborhoods (Figure 7, next page).

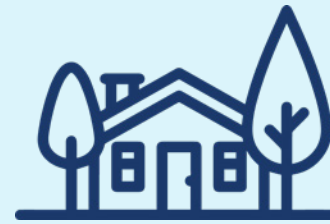
While historic homes contribute to the character of the City's neighborhoods, they also are associated with higher maintenance, repair, and utility costs. Older, less efficient homes can also increase a community's overall contributions to greenhouse gas emissions and climate change, which has become an ever growing concern for communities across the United States and globally.

Since the City of Lockport has experienced a decline in population over the past 10 years, it is unsurprising that the vacancy rate has increased as well. However, the City is experiencing an increase in vacancy at a high rate. Since 2010, the vacancy rate has increased from 9% to 16%; comparatively, the County's vacancy rate increased at a slower rate from 9% to 12% over the same 10-year time frame.

Figure 4: Change in homeownership rate, 2000-2019

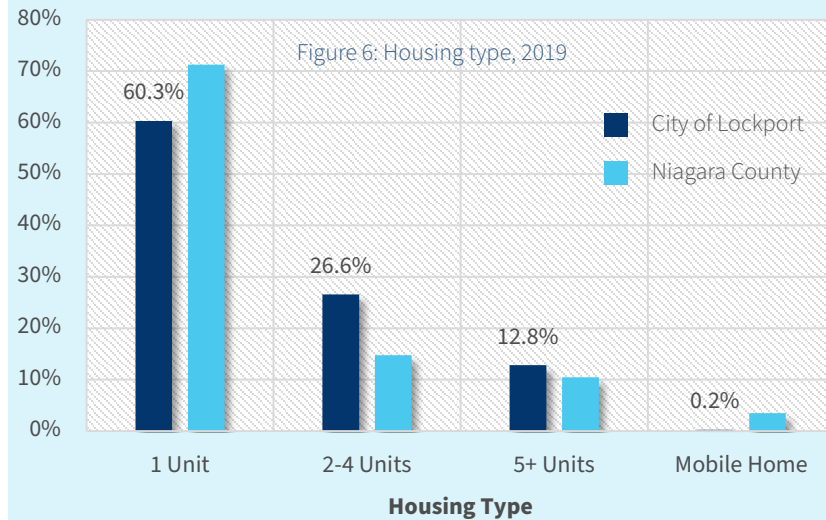
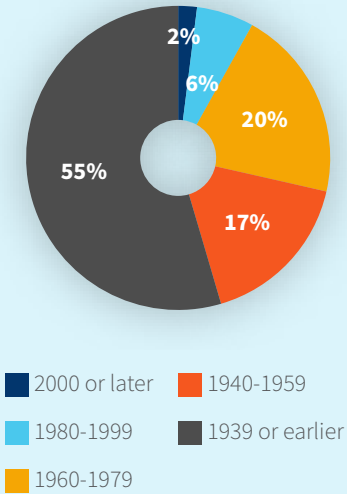


What the City's housing stock looks like...



Median Housing Value
\$90,000

Figure 5: Housing age, 2019



Socioeconomic Conditions

Typical socioeconomic factors used to determine a community’s overall economic well-being often include median household income, unemployment rates, and poverty rates. In the City of Lockport, the median household income is well below that of the County overall - \$45,018 compared to \$55,522. Similarly, the City’s unemployment and poverty rates are also higher than the County.

Interestingly, median household income varies substantially across the City. For example, the eastern, southeastern, and southern portions of the City have higher median household incomes (\$45,790,

\$55,592, and \$61,181) than the northern, western, and central portions (\$38,955, \$41,270, and \$22,064) of the City (Figure 8). Looking forward, efforts should be made to ensure that residents have equal access to economic advancement opportunities regardless of their neighborhood.

Often times, educational attainment and the availability of quality employment impact a community’s overall economic well-being. In the case of Lockport, the community has a high school graduation rate of 88%, which is slightly lower than the County’s graduation rate of 91% and on par with the United States’ graduation rate of 88%.



The Lockport City School District has seven schools and over 4,300 students.

Figure 7: Share of Homes Built Before 1940, 2019

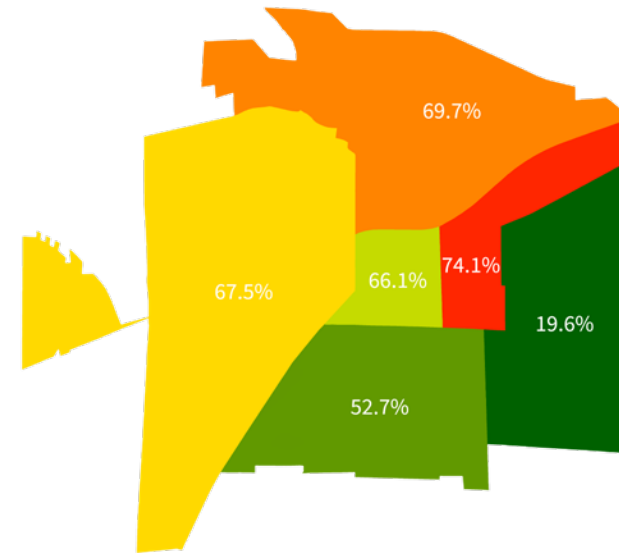
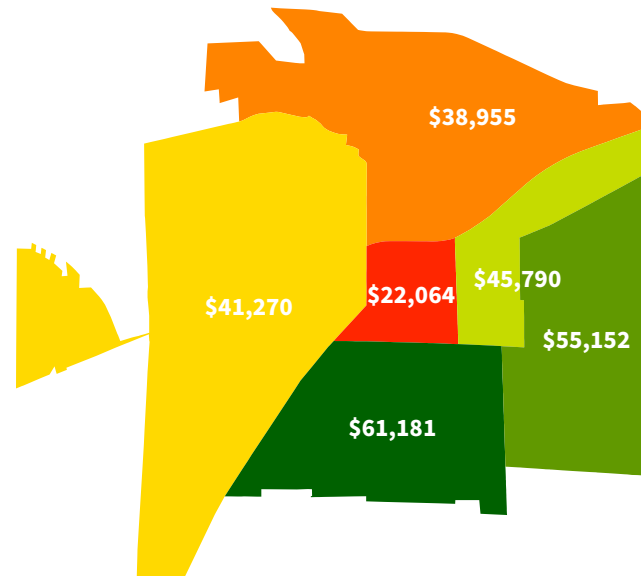


Figure 8: Median household income distribution, 2019



Local Industry

With a history tied tightly to the Erie Canal, it is unsurprising that manufacturing is one of the top three industries in the City of Lockport. However, it is evident that other more complex trends are impacting Lockport's businesses and employment opportunities.

Foremost, nearly 80% of employed City residents commute out of the City to their place of employment (Figure 9). 10% of these outbound commuters are traveling to the City of Buffalo. Despite the fact that many residents are leaving for employment, Lockport is still the place of employment for 8,932 individuals. This suggests that the City offers a solid base of jobs that support the greater Lockport area.

As the County Seat, 23% of jobs within the City are in the Public Administration

industry. However, only 6% of City residents work within this industry. Instead, the most common industry among City residents is Educational Services. 18% of City residents work within this industry, but only 8% of the jobs available within the City are associated with the Educational Services industry. Furthermore, the Retail Trade and Accommodations & Food Services industries are popular among City residents, but not reflected in the local job market (Figure 10).

This disconnect between the types of jobs available within the City and the skills, education, and occupational industries of City residents may contribute to the high percentage of residents needing or choosing to travel elsewhere for employment. While travel for work is commonplace, it means that residents are likely investing time and resources outside of their home community.

Figure 9: Worker inflow and outflow, 2018

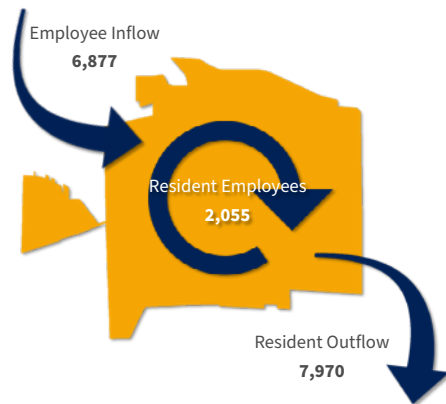
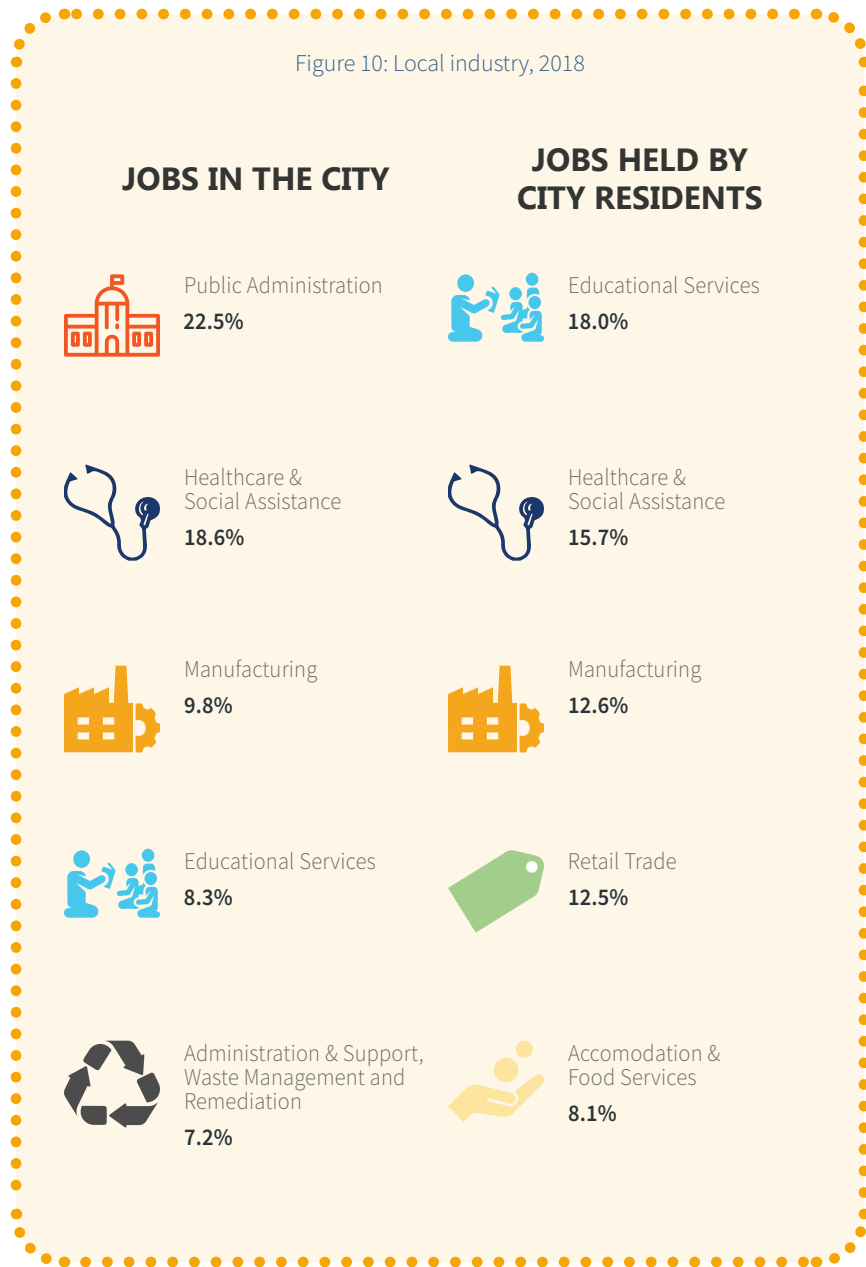


Figure 10: Local industry, 2018



City Infrastructure

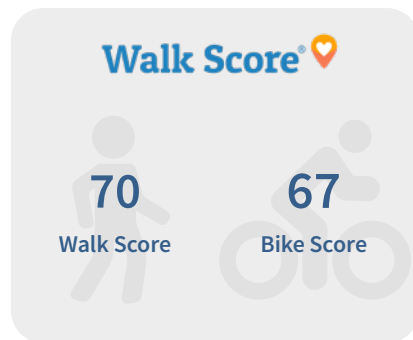
TRANSPORTATION NETWORK

Roads

Annual average daily traffic (AADT) counts reveal areas of the City of Lockport that experience the highest levels of vehicular traffic. In the City, NY 93, Lincoln Ave, West Main St, Main St, Upper Mountain Rd, and NY 78 have the highest AADT estimates of over 10,000 (Map 1). With the exception of NY 93, these roads pass through dense commercial and residential areas. Special considerations for traffic calming and pedestrian and bicyclist safety may be appropriate along these routes.

Walkability & Bikeability

The City has a Walk Score of 70/100 and Bike Score of 67/100. These scores mean that most errands can be accomplished on foot and that some bike infrastructure is in place.



One obstacle to active transportation is the limited amount of bicycle infrastructure in place. Despite the presence of two State bike routes, many of the major roads within the City do not have bike lanes, shared lane markings, or other bicycle infrastructure. Opportunities for bicycle parking are also limited.

Another obstacle is the quality of sidewalks throughout the City. While some sidewalks are well-maintained and offer an aesthetic and protective buffer between the pedestrian and road, others have fallen into disrepair and may pose a challenge to



certain users. The accessibility of sidewalks for all travel methods - on foot, bicycles, scooters, strollers, assistive mobility devices, etc. - could be improved through design and maintenance upgrades.

Trails & Bike Routes

Two New York State bicycle routes traverse the City of Lockport: State Bike Route 5 and State Bike Route 517 (Map 1). Both are paved, on-road facilities. The City is also home to the Erie Canalway Trail, a multi-use trail that follows the Canal across New York State.

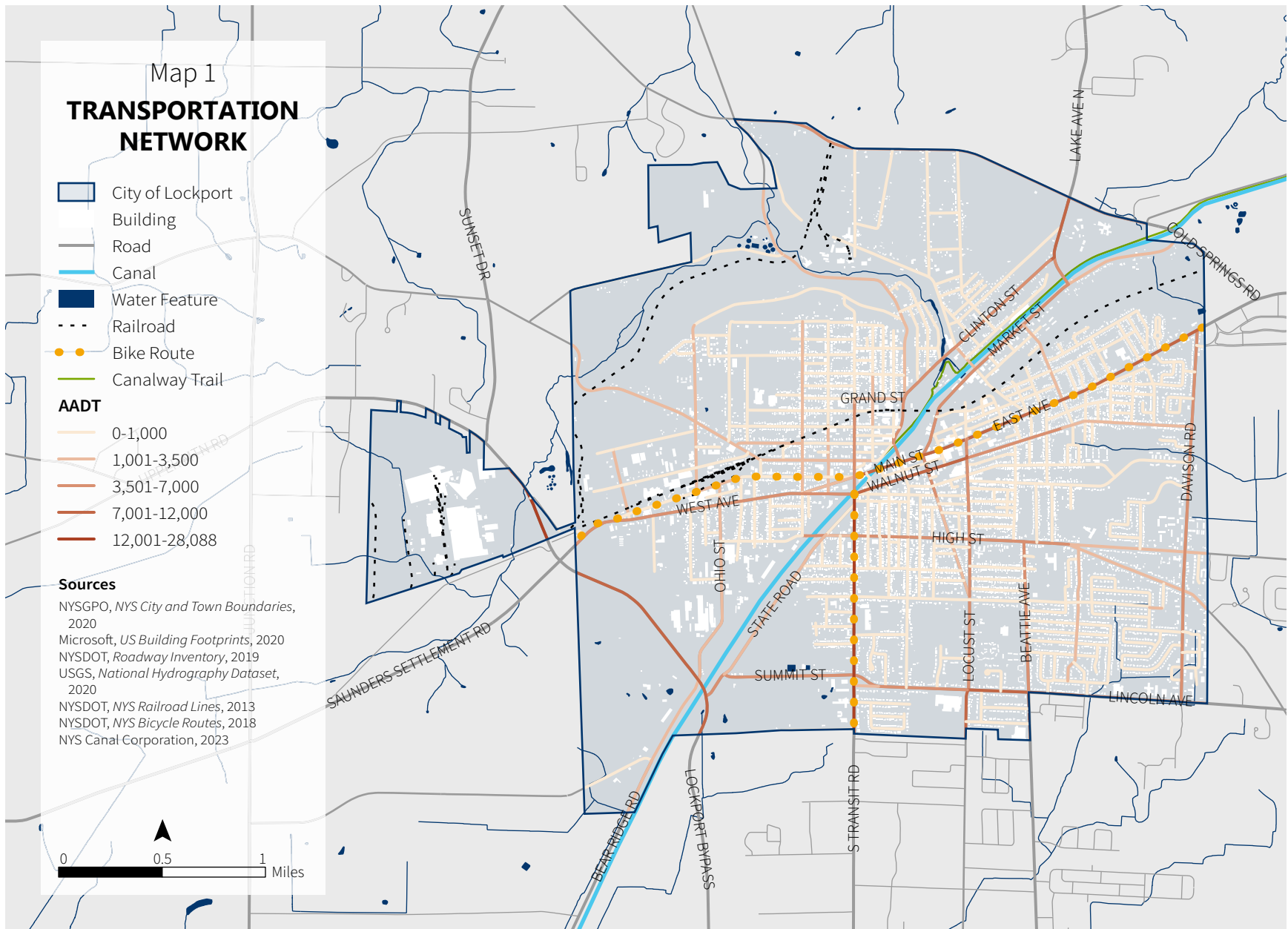


Railroads

Lockport's railroad lines are concentrated in the northwest quadrant of the City (Map 1) and are owned by three entities: Falls Road Railroad Company, CSX Transportation, Inc., and Somerset Railroad Corporation. They are classified as major carrier, regional, and shortline; none of the lines are classified for commuter, intercity passenger, transit, or tourist purposes. These classifications align with the City's industrial history and contributions to the development of the Erie Canal.



The City of Lockport has 96 miles of roads and 12 miles of railroad lines.



Existing Land Use

The NYS Office of Real Property Services has developed a simple and uniform classification system to describe the primary use of each parcel within a municipality. These are referred to as State Property Type Classification Codes, which are categorized into nine types of land uses. Map 2 on the following page shows the location of the existing land uses and Table 1 to the left details the current breakdown of land use categories within the City of Lockport.



HISTORIC RESOURCES

The City of Lockport is home to a large number of sites listed on the National Registry of Historic Places. These resources contribute to the community's overall character and identity and offer opportunities to support the tourism industry. The City's 25 sites on the Registry include:

- Enlarged Erie Barge Canal
- Lowertown Historic District
- Lockport Industrial District
- High & Locust St Historic District
- Benjamin C. Moore Mil
- Union Station
- US Post Office - Lockport
- Colonel William Bond and Nancy Ralston House
- Niagara County Courthouse and County Clerk's Office
- Thomas Oliver House
- Hopkins House
- Gibbs House
- Watson House
- Stickney House
- Conkey House
- Dole House
- Maloney House
- White-Pound House
- Bacon-Merchant-Moss House
- Peter D. Walter House
- Chase-Crowley-Keep House
- Chase-Hubbard-Williams House
- House at 8 Berkley Dr
- Nathan Comstock, Jr. House
- Pound-Hitchins House

TABLE 1: LAND USE STATS

Land Use	# of Parcels	Area (acres)	Area (%)
Wild, Forested, Conservation Lands & Public Parks	1	0.4	<1%
Agricultural	7	144	3%
Residential	6,845	1,959	41%
Commercial	410	373	8%
Recreation & Entertainment	44	211	4%
Community Services	85	329	7%
Public Services	33	357	7%
Industrial	47	657	14%
Vacant	639	653	14%
Other	3	120	3%
Total	8,114	4,803	

Source: 2019 NYS Real Property Tax Data

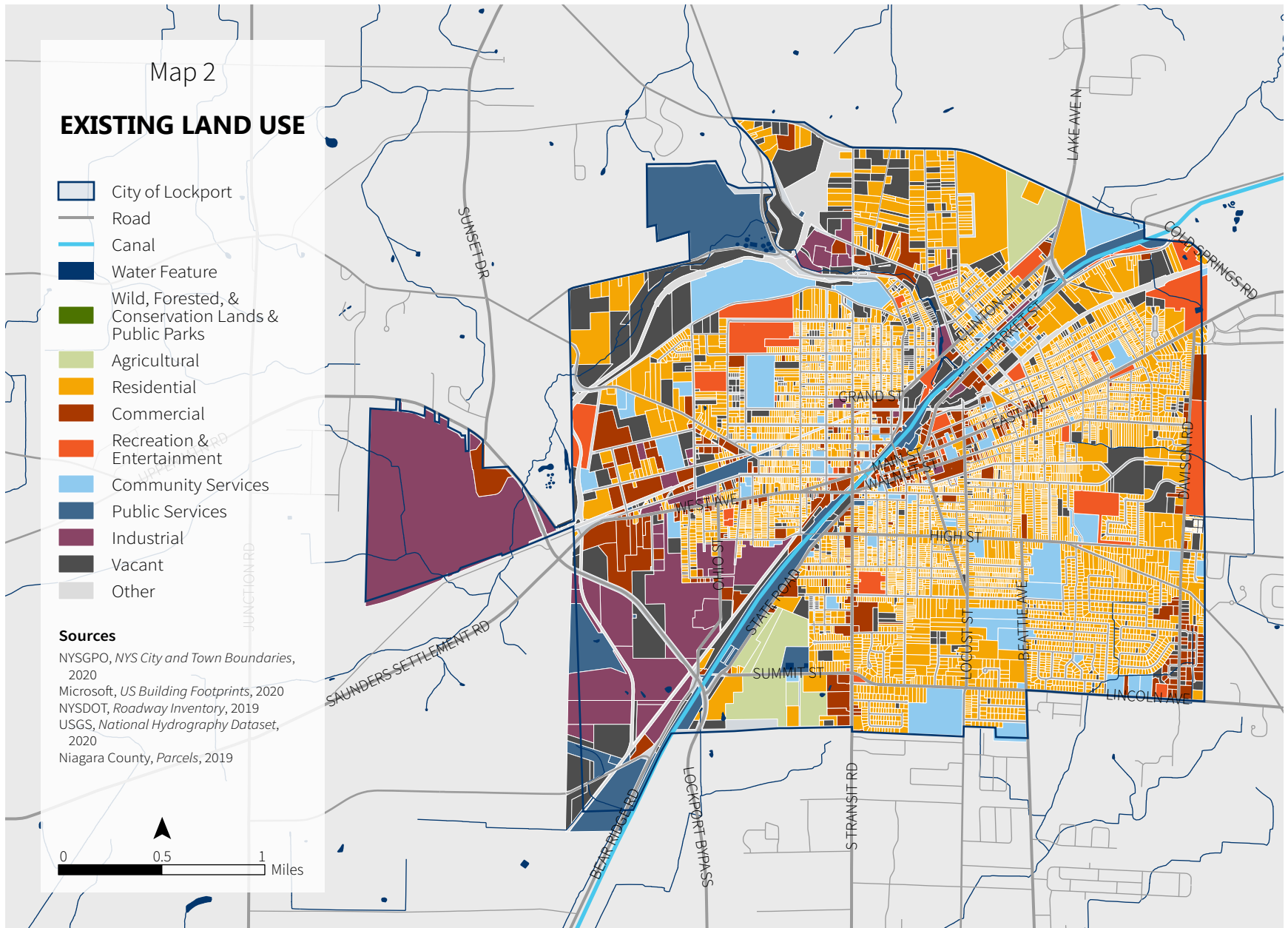
Map 2

EXISTING LAND USE

-  City of Lockport
-  Road
-  Canal
-  Water Feature
-  Wild, Forested, & Conservation Lands & Public Parks
-  Agricultural
-  Residential
-  Commercial
-  Recreation & Entertainment
-  Community Services
-  Public Services
-  Industrial
-  Vacant
-  Other

Sources

NYSGPO, *NYS City and Town Boundaries*, 2020
 Microsoft, *US Building Footprints*, 2020
 NYSDOT, *Roadway Inventory*, 2019
 USGS, *National Hydrography Dataset*, 2020
 Niagara County, *Parcels*, 2019



Wild, Forested, Conservation Lands & Public Parks

On map: **Dark Green**

Only one property falls within this land use category: 430 Market St. This property is owned by New York State and offers a multi-use path along the Canal.

Agricultural

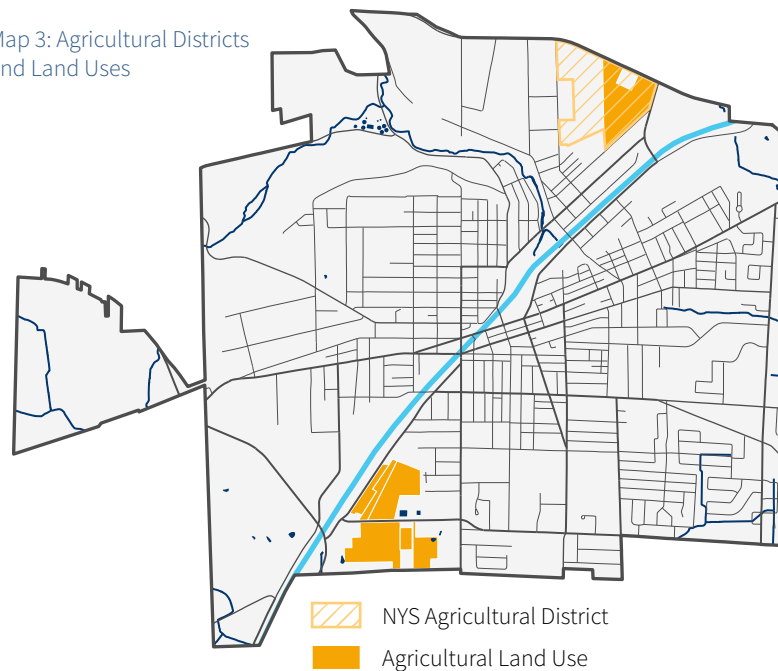
On map: **Light Green**

Enacted in 1971 by the NYS Department of Agriculture and Markets, the Agricultural District program is administered by the County. The program seeks to support and promote agricultural operations and

uses by giving priority and protections to farming-related activities and open space in areas with viable agricultural land. There is only one NYS Agricultural District within the City of Lockport - located between N Adam St, Olcott St, and Old Niagara Rd - which is part of Niagara County's Agricultural District #7 (Map 3).

One of the seven agricultural properties within the City is located within the NYS Agricultural District. The other six are clustered around Summit St between S Transit St and the Canal. These agricultural properties are primarily used for the production of field crops and fruit.

Map 3: Agricultural Districts and Land Uses



Residential

On map: **Yellow**

The vast majority of properties within the City are residential. Smaller residential lots can be found around the City center, with lower density residential options on the outskirts of the City. Particularly in the southwestern section of the City, some residential properties directly abut heavy commercial and industrial uses with minimal or no screening, which could potentially result in conflicting uses.

The most common type of housing in the City is single-family, followed by two-family, apartments, then three-family. Row housing and residential housing with incidental commercial uses or agriculture are much less prevalent (Table 2). Lockport's different housing types are distributed relatively evenly across the City's area, with both single-family and multi-family housing options available in almost all areas of the City (Map 4).

Note: While the NYS Real Property Tax Data considers apartments and row-type housing to be commercial uses, they have been included under residential in this Plan to provide an accurate reflection of residential land use distribution.

According to the 2019 5-Year ACS, there are 10,498 housing units in the City.



Map 4: Residential Land Uses

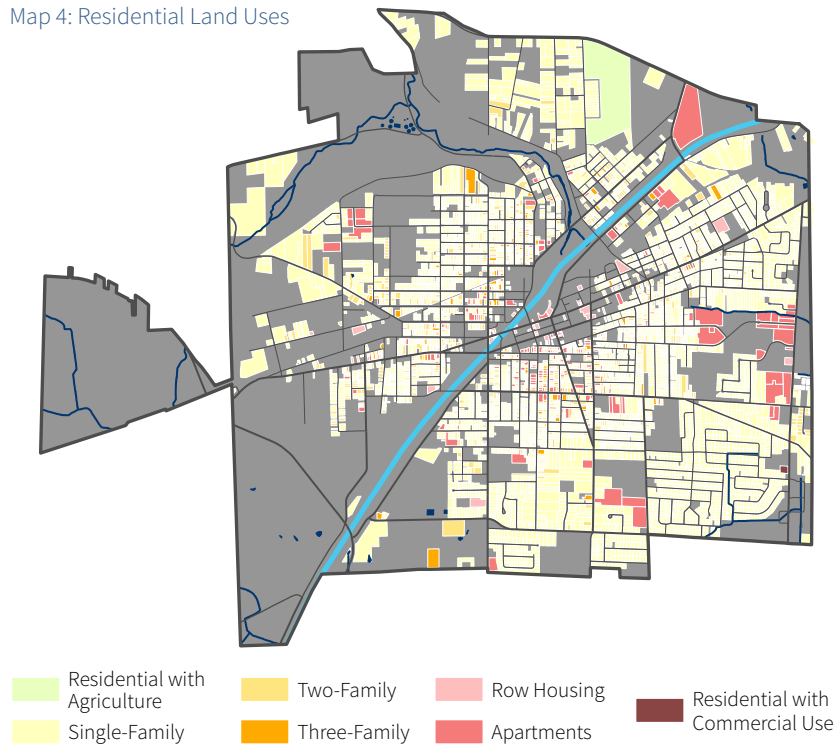


Table 2: Residential land uses

Residential Type	# of Parcels	Area (acres)
Residential with Agriculture	1	62
Single-Family	5,584	1,516
Two-Family	865	172
Three-Family	138	37
Apartments	189	150
Row Housing	65	21
Residential with Commercial Use	3	1
Total	6,845	1,959

Commercial

On map: **Red**

The most common types of commercial properties within the City are storage, warehousing, and distribution facilities; professional buildings; parking lots; one-story structures (typically out-lot and strip mall developments); and office buildings. Commercial uses are concentrated along major thoroughfares, such as West Ave, Main St, East Ave, Walnut St, S Transit St, and Davison Rd.



Recreation & Entertainment

On map: **Orange**

Despite being a developed City, the City of Lockport is home to a robust park and open space network. Public parks are not only located along the Canal where they may be enjoyed by tourists and residents alike, but are also distributed throughout the City where they serve and can be accessed by neighborhood residents. Some of the more prominent parks within the City include:

- Altro Park
- Children’s Memorial Park
- Dolan Park
- Dudley Square Park
- Goehle Park
- Grossi Memorial Park
- Ida Fritz Park
- John Henry Park & Community Garden
- Kibler Park
- Outerwater Memorial Park & Public Pool
- Packet Park
- Rogers Avenue Park
- Rolin T. Grant Gulf Wilderness Park
- Scalzo Park
- Upson Park
- Veterans Memorial Park
- Williams Park

Social organizations are also within this category; these include, but are not limited to: the Loyal Order of Moose, the American Legion, and Veterans of Foreign Wars.

Community Services

On map: **Light Blue**

The most common types of community service establishments within the City of Lockport are religious institutions, followed by educational institutions. A handful of these institutions include, but are not limited to:

Religious Institutions

- A Hand Up Inc.
- All Saints Roman Catholic Parish of Lockport
- Assembly of God Church
- Bible Truth Temple
- Calvary Baptist Church
- Christian & Missionary Alliance
- Church of Jesus Christ
- Church of Jesus Christ Mount Moriah
- Clinton Street United Methodist Church
- Emmanuel United Methodist Church
- Faith Emmanuel Temple
- First African Methodist Episcopal Church
- First Baptist Church of Lockport
- First Bible Baptist Church of Lockport
- First English Lutheran Church
- First Presbyterian Church of Lockport
- Grace Episcopal Church
- Kingdom Hall of Jehovah's Witnesses
- NY Conference Association of Seventh-Day Adventists
- Prayer Room Ministries
- Refuge Temple of Christ

- St John the Baptist Roman Catholic Congregation
- St Patrick's Roman Catholic Church
- The Chapel at Crosspoint
- The Latter Rain Cathedral
- The Lockport United Church of Christ
- Trinity Lutheran Church

Educational Institutions

- Community Action Organization
- Hillside Children's Center
- Lockport City School District

As the County Seat, the City of Lockport has more government buildings than most communities would typically have. Overall, there are nine government office buildings in the City of Lockport, five of which are owned by the County.



Public Services

On map: **Dark Blue**

The largest proportion of properties used for public services are categorized as cellular telephone towers, followed by electric power generation facilities and electric substations. While there is one hydroelectric power generation facility - located at 4 Pine Street - that harnesses the power of the Canal, there are no public solar or wind energy generation facilities in the City.

Industrial

On map: **Purple**

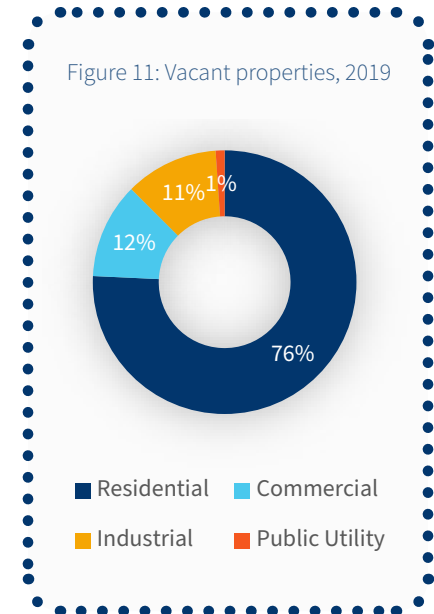
Active industrial properties are concentrated in the southwest portion of the City. All of the City's industrial properties are classified as either manufacturing and processing or mining and quarrying. The largest individual industrial site within the City is the General Motors facility off of Upper Mountain Road on the western wing of the City.

Other

On map: **Light Gray**

Three properties within the City are not classified into a particular land use class. These are each railroad routes, owned either by CSX Transportation, Inc., Somerset Railroad Corp, or the Niagara County IDA.

Figure 11: Vacant properties, 2019



Vacant

On map: **Dark Gray**

Vacant properties are distributed throughout the entire City. Most of the vacant properties are residential, followed by commercial and industrial (Figure 11). These vacant properties, particularly the old industrial buildings, offer an opportunity to explore unique redevelopment options.

Environmental Conditions

LAND CONTAMINATION

The City of Lockport has several remediation sites (i.e. contaminated land that has/is being cleaned of toxic substances). Most of these sites have been closed due to successful remediation efforts, but a few are still listed as Active or a Significant Threat, including:

Registry, Significant Threat

- Property between LaGrange & Saxton St/S Transit St
- 1 N Transit Rd
- 210 Walnut St

Nonregistry, Active

- 316 Willow St
- 395 Ohio St
- Eighteen-mile Creek
- 62, 70, 198, & 300 Mill St
- Property on Old Upper Mountain Rd

(See Map 5)

These sites could potentially be remediated through several clean-up initiatives, such as the NYS Brownfield Cleanup Program. After remediation, the redevelopment of these sites may be restricted to certain uses to ensure the health and safety of the public.

WATER CONTAMINATION

Eighteen-mile Creek and its tributaries are listed on the Waterbody Inventory/ Priority Waterbodies List. Aquatic life has been deemed stressed due to suspected nutrient pollution from agriculture and urban stormwater runoff. The Creek and its tributaries are classified as Level C, which means they are suitable for fishing and non-contact activities.

While the portion of the Erie Canal traversing through the City of Lockport is not listed on the Waterbody Inventory/ Priority Waterbodies List, it should be noted that several combined sewer overflow (CSO) outflows are located along the Canal, in addition to other nearby waterways. During heavy rain events, the wastewater treatment plant may exceed its capacity and release untreated wastewater at CSO outfalls. This practice, while commonplace in older sewer systems, risks the health and vitality of water resources. A variety of green and gray infrastructure tools, such as green infrastructure and system upgrades, tools can aid in reducing the frequency and intensity of CSO events.

While the City of Lockport does not have an extensive wetland inventory or expansive areas impacted by the 100-year floodplain, it is important to be aware of these locations due to their environmental services and the challenges they pose to development. Map 6 shows the hydrography of the City, including wetlands and the 100-year floodplain.

POTENTIAL ENVIRONMENTAL JUSTICE AREAS

For an Urban Area, Potential Environmental Justice Areas (PEJAs) are US Census Block Groups that meet or exceed one of the following parameters:

- At least 52.42% of the population are members of minority groups
- At least 22.82% of the population has a household income below the federal poverty level

In Lockport, PEJAs follow the Erie Canal and generally cover the western boundary of the City (See Map 5).








According to the NYS DEC's website:






“Environmental Justice is the fair and meaningful treatment of all people, regardless of race, income, national origin or color, with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Environmental Justice allows for disproportionately impacted residents to access the tools to address environmental concerns across all of DEC's operations.”

In an effort to mitigate and make reparations for the environmental harms disproportionately inflicted upon minority and low-income communities, several state-administered grant programs are available specifically for PEJAs.

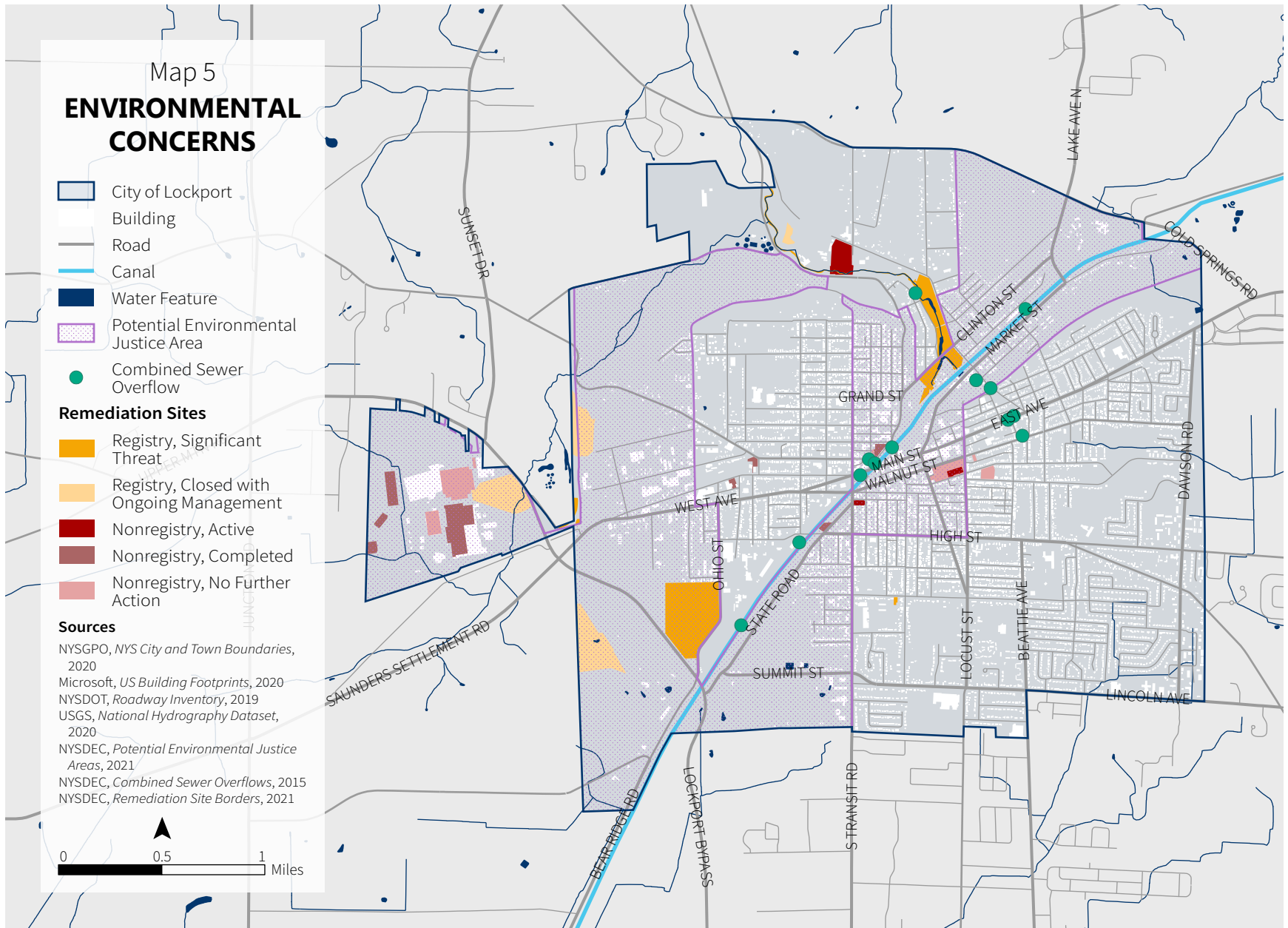


Map 5
ENVIRONMENTAL CONCERNS








-  City of Lockport
-  Building
-  Road
-  Canal
-  Water Feature
-  Potential Environmental Justice Area
-  Combined Sewer Overflow

- Remediation Sites**
-  Registry, Significant Threat
 -  Registry, Closed with Ongoing Management
 -  Nonregistry, Active
 -  Nonregistry, Completed
 -  Nonregistry, No Further Action

- Sources**
- NYSGPO, *NYS City and Town Boundaries*, 2020
 - Microsoft, *US Building Footprints*, 2020
 - NYSDOT, *Roadway Inventory*, 2019
 - USGS, *National Hydrography Dataset*, 2020
 - NYSDEC, *Potential Environmental Justice Areas*, 2021
 - NYSDEC, *Combined Sewer Overflows*, 2015
 - NYSDEC, *Remediation Site Borders*, 2021

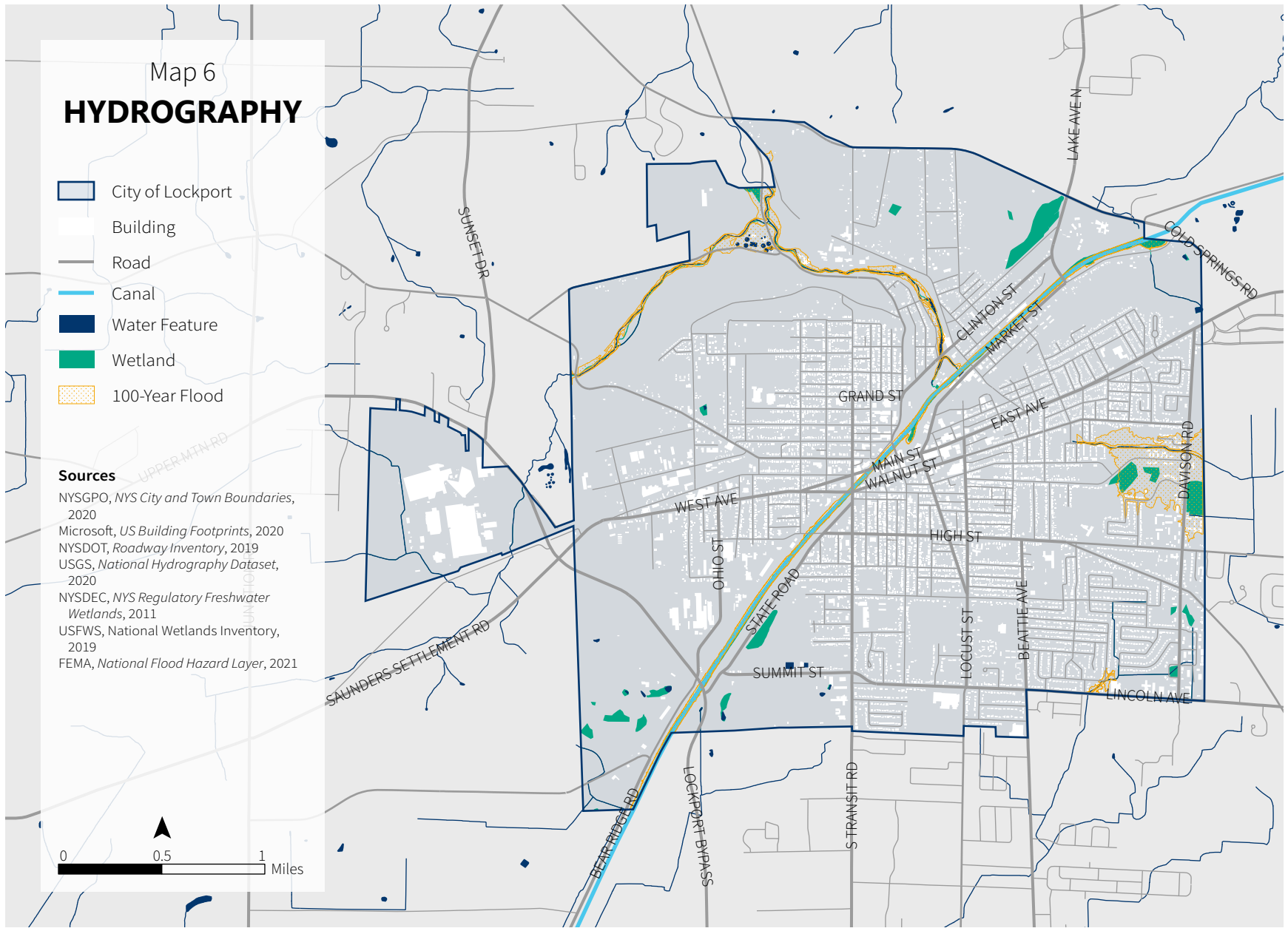


Map 6
HYDROGRAPHY

-  City of Lockport
-  Building
-  Road
-  Canal
-  Water Feature
-  Wetland
-  100-Year Flood

Sources

- NYSGPO, *NYS City and Town Boundaries*, 2020
- Microsoft, *US Building Footprints*, 2020
- NYS DOT, *Roadway Inventory*, 2019
- USGS, *National Hydrography Dataset*, 2020
- NYS DEC, *NYS Regulatory Freshwater Wetlands*, 2011
- USFWS, *National Wetlands Inventory*, 2019
- FEMA, *National Flood Hazard Layer*, 2021





Vision & Goal Framework



The Framework

A successful Comprehensive Plan must reflect both the general and specific goals of the community as well as the long-term and short-term initiatives that the community would like to see implemented. Therefore, to organize and communicate the community's vision for future development and investment, the City of Lockport has developed this Vision & Goals Framework. The Framework consists of the following components, on a scale of most general to most specific:

VISION

The Vision is a high-level statement describing the community's general aspirations for the future. All Principles, Goals, and Actions included in the Plan are aimed at achieving the Vision. Because the Vision is intended to guide the community in the long-term, it should not substantially change over time, but rather be consistent throughout the 10-year planning horizon.

GUIDING PRINCIPLE

A Guiding Principle is a set of values that serve as a lens through which a community's Goals are established, centered, and accomplished. Guiding principles are also intended to identify the mindset through which City operations and decision-making processes are conducted. By including Guiding Principles within the Plan, the

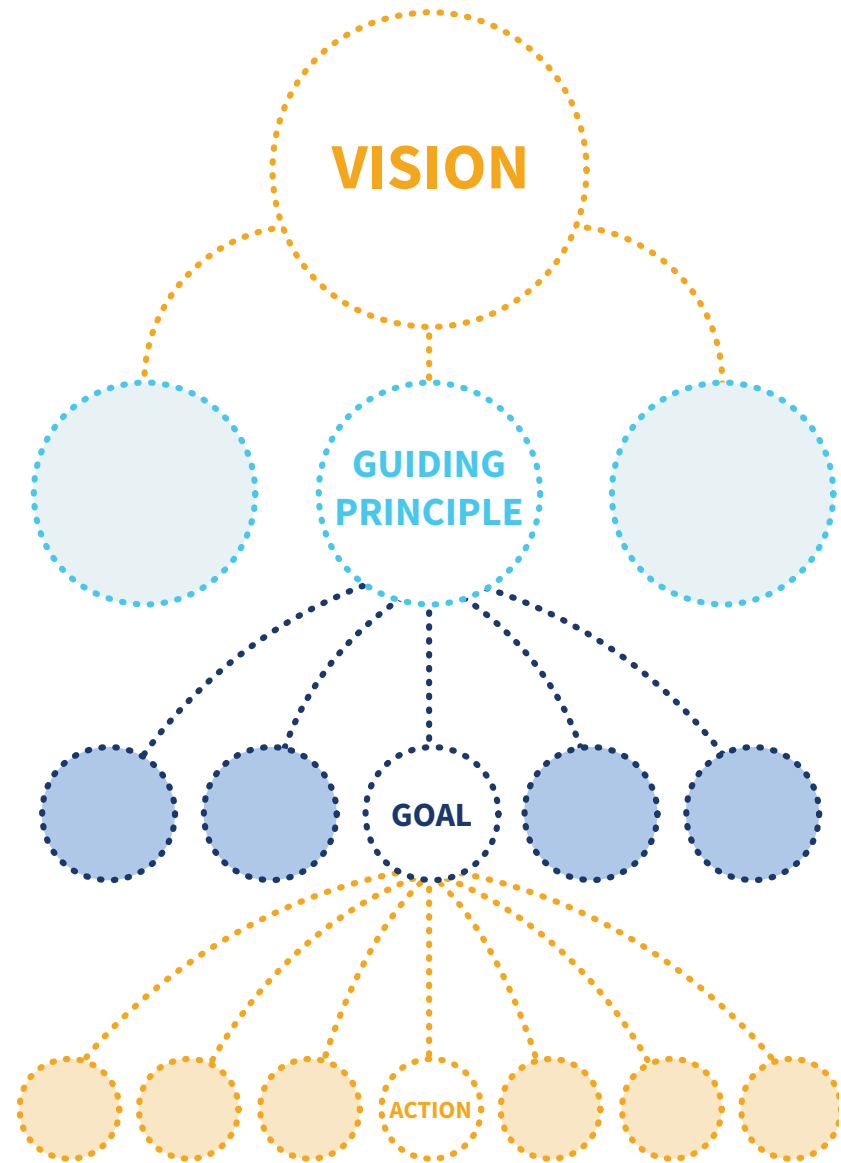
City commits to implementing Goals and Actions that reflect the community's key values. Guiding Principles should remain relatively consistent and serve the community throughout the planning horizon.

GOAL

A Goal is a statement of a measurable activity to be accomplished in pursuit of the City's vision; referring to some specific aspiration that is reasonably attainable by the City and its partners. Think in terms of actions such as "increase," "develop," or "preserve." While the City might already be working toward some of the Goals articulated in this Plan, including them helps ensure these efforts are continued until the Goal has been achieved.

ACTION

An Action is a specific project, plan, program, or other activity that contributes to accomplishing a Goal. Actions may be short-term or long-term, with lifespans ranging from 1-10 years.



Our Vision

The City of Lockport envisions a future that acknowledges and reflects upon its rich history while embracing and acting upon present-day values and ideals. As a former industrial hub in the midst of a transformation, it is vital that we build up a sense of community and place, revitalize and connect our downtown with the rest of the City, leverage our current strengths to invite new investment, and enhance the quality and diversity of our recreational, residential, commercial, and employment opportunities. As our community evolves, we will follow our Guiding Principles through which we aspire to be a City that has....



....An identity and environment that is welcoming of all **PEOPLE**;



....Abundant opportunities to advance sustainability and economic **PROSPERITY**; and



....Physical **PLACES** that enhance the community's character and vitality.



PEOPLE

The City of Lockport is committed to establishing a community that is welcoming to and supportive of all residents and visitors regardless of age, race, religion, national origin, sex, gender, or disability. The City embraces the ideals of diversity, equity, and inclusion (DEI), and aims to promote DEI through its municipal operations and community partnerships. Following a people-centered approach, the City will work to strengthen a sense of belonging, improve quality of life, and foster connections between residents and where they live, work, and play.



GOALS & ACTIONS

1. Establish strong working relationships with local and regional community and municipal partners.

- 1.1. Schedule regular working sessions between the City and Town of Lockport to explore opportunities for shared economic development, community programming, and municipal operation efforts.
- 1.2. Identify methods for collaborating with the Town in planning for future development and provision of public utilities and services to increase efficiency and ensure consistency.
- 1.3. Establish a committee of local community organization representatives to coordinate actions in addressing key City issues and opportunities.
- 1.4. Collaborate with local organizations to host more frequent community events and festivals.
- 1.5. Work with the City schools, libraries, and arts institutions to identify opportunities for increased community education, arts, and recreation support.
- 1.6. Help promote community events by featuring them on the City website and hosting a community calendar with a public link to add events.
- 1.7. Reach out to and support neighborhood organizations to facilitate community dialogue and encourage citizen engagement.



PEOPLE



2. Encourage residents to participate in community initiatives and municipal decision-making processes.

- 2.1. Distribute a City-wide event and communications flyer with resident utility bills.
- 2.2. Increase use of electronic communication channels (social media, email, website) to regularly deliver information to residents, such as volunteer opportunities, events, and meeting dates.
- 2.3. Plan periodic events for residents to interact directly with elected and appointed officials, e.g., host dialogues with residents regarding current topics, events, issues, ideas etc.
- 2.4. Establish a Comprehensive Plan Implementation Committee to ensure that action items are carried out.
- 2.5. Develop a “Welcome” package for new residents highlighting City resources, events, businesses, and contacts.
- 2.6. Post City volunteer board and advisory committee information online, including notice of position openings and calls for applications.
- 2.7. Coordinate a virtual volunteerism clearinghouse in partnership with local organizations to help connect people with volunteer opportunities.



3. Promote the overall health, safety, and well-being of the community.

- 3.1. Coordinate with local public service providers, such as police, fire, and EMS to ensure current level of service meets demand and is responsive to local needs.
- 3.2. Help to connect people with local mental health services and programs.
- 3.3. Consider establishing a neighborhood crisis response team to work in collaboration with law enforcement.
- 3.4. Sponsor public health programs (such as blood pressure screenings, blood drives, etc.).
- 3.5. Identify local food deserts and work with community partners and developers to increase healthy food access.
- 3.6. Promote and continue to support local food systems and sources, such as the Farmers Market and community gardens.
- 3.7. Work with local community organizations and regional partners to provide for the needs of the unhoused and reduce cases of homelessness.
- 3.8. Launch a program for managing feral dogs and cats.



PEOPLE



4. Provide for safe, attractive, and connected neighborhoods and residential living opportunities that support resident needs.

- 4.1. Permit a mix of housing types and densities, where appropriate, to accommodate residents of all incomes, ages, and lifestyles.
- 4.2. Complete a housing market study to inventory current supply and demand conditions and assess tenancy, affordability, and quality needs.
- 4.3. Develop a program to support and recognize community-driven neighborhood improvement initiatives.
- 4.4. Establish an outreach strategy for the City's first-time home buyer program to increase awareness and enrollment.
- 4.5. Offer occupancy incentives to increase homeownership rates in neighborhoods and reduce absentee landlord issues.
- 4.6. Establish a resource packet for property owners interested in funding/assistance programs to repair and update older housing stock (e.g. NYSERDA, CDBG).
- 4.7. Allow for supplemental income opportunities for homeowners through the regulation of secondary residential uses, such as accessory dwelling units, home occupations, and short-term rentals.
- 4.8. Allow for the development of tiny houses.
- 4.9. Allow for the keeping of chickens with neighborhood sensitive regulations.



PEOPLE



5. Improve access to and quality of parks and public spaces.

- 5.1. Adopt a parks and public space accessibility policy to ensure that future improvements and play equipment are designed to be accessible to all, regardless of level of mobility.
- 5.2. Complete a Parks & Recreation Master Plan to take inventory of existing park facilities, identify desired improvements and programming capacity, and develop a strategy for implementation.
- 5.3. Explore opportunities to land bank and preserve existing green and open spaces for recreational use, such as the former Niagara County Infirmary.
- 5.4. Establish the 18-mile creek remediation site into a public space, while transferring ownership of Kibler Park to Roy B. Kelley Elementary School.
- 5.5. Ensure future commercial and residential developments include designated public spaces and connect to nearby parks and open space amenities.



6. Improve multi-modal connectivity and access between people and places.

- 6.1. Implement universal design practices with future investments in transportation infrastructure to accommodate people of all abilities.
- 6.2. Complete and maintain a Bicycle and Pedestrian Transportation Plan, Safe Routes to School Plan, Americans with Disabilities Act Transition Plan, and Street Tree and Landscape Plan.
- 6.3. Continue to follow the City's Complete Streets Policy with future roadway improvements.
- 6.4. Complete a traffic study at various City development ingress and egress locations to identify opportunities for traffic mitigation.
- 6.5. Develop an incentive program for sidewalk maintenance and increase enforcement measures.
- 6.6. Consider the development of a sidewalk district to support maintenance and snow removal efforts in critical pedestrian areas.
- 6.7. Purchase and utilize a tow-behind asphalt mixer for spot road repairs.
- 6.8. Work with NFTA to increase frequency and accessibility of local transit, including providing additional transit-oriented amenities such as shelters and seating at bus stops and route information.



PROSPERITY

The City of Lockport is dedicated to promoting the long-term environmental and economic prosperity of the community. This entails embracing the principles of sustainability to ensure that resources are conserved and allocated equitably, while also promoting opportunities for economic advancement and investment. Through this Guiding Principle, the City aspires to continually improve resident quality of life, historic integrity, and economic vitality.



GOALS & ACTIONS

1. Maintain and enhance the capacity of local utility infrastructure to support future investment and economic advancement.

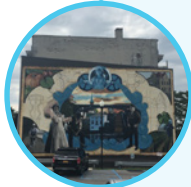
- 1.1. Develop a comprehensive Asset Management Plan to monitor and evaluate the adequacy of utility infrastructure to guide capital improvement planning.
- 1.2. Pursue grants for utility and infrastructure improvements under the NYS Consolidated Funding Application.
- 1.3. Consider establishing a contingency fund to ensure immediate needs due to failure of infrastructure can be met without jeopardizing the general fund balance.
- 1.4. Work with internet, cable, and telecommunications providers to increase level of service and accessibility to all residents, businesses, and local users.
- 1.5. Explore the feasibility of City-sponsored Wi-Fi in the downtown area.

2. Help to attract, retain, and grow local businesses and industries.

- 2.1. Establish an outreach strategy for promoting the City's Micro-enterprise Program and Small Business Restoration Fund.
- 2.2. Re-establish a local Chamber of Commerce or business advisory group from whom business owners can learn of opportunities to expand or relocate to vacant spaces within the City, communicate and collaborate with other business owners, and seek help with marketing strategies
- 2.3. Clarify and streamline the City's development review process to remove unnecessary barriers to investment.
- 2.4. Establish a partnership with the Lockport City School District and regional Chamber of Commerce to prepare youth for entering the local workforce.



PROSPERITY



3. Celebrate local history, arts, and culture to build a sense of community pride, character, and identity.

- 3.1. Support public art installations by streamlining application procedures and presenting straightforward guidelines.
- 3.2. Consider developing annual public art campaigns to engage local artists and activate public spaces.
- 3.3. Facilitate community-led historic tours and neighborhood storytelling efforts, giving a voice to the lived experience of residents past and present.
- 3.4. Increase awareness and recognition of the City's historic structures, site, and districts through signage and promotional efforts.
- 3.5. Leverage the State and National Historic Registry programs to help guide and fund the rehabilitation of historic structures.



4. Follow sustainable development and promote sustainable stewardship of the City's natural resources.

- 4.1. Consider participation in the NYS Climate Smart Communities (CSC) program and identify opportunities for the completion of CSC certification activities.
- 4.2. Encourage creative, attractive stormwater management and green infrastructure practices with new development.
- 4.3. Conduct a climate vulnerability assessment for the community to identify local impacts of climate change and necessary mitigation and adaptation measures.
- 4.4. Consider developing and adopting a Climate Action and Resiliency Plan.
- 4.5. Update City Code Chapter 176 (Trees) to preserve and promote provision of street trees and include a list of allowable and preferable tree species.
- 4.6. Encourage the use of permeable pavements for parking areas, sidewalks, trails, and other traditionally hard-scaped surfaces.
- 4.7. Update and resubmit the City's draft Local Waterfront Revitalization Program to NYS Department of State.
- 4.8. Pursue participation in a Community Choice Aggregation (CCA) Program for the provision of electricity through clean energy sources.
- 4.9. Review and revise construction specifications for the City in order to include LEED strategies and sustainability considerations.
- 4.10. Replace end-of-life lighting fixtures with LED lighting.



PROSPERITY



5. Reinforce the City of Lockport's status as a destination for locals and tourists.

- 5.1. Follow the 2015 BOA Nomination Study recommendations for marketing, branding, and tourism-focused amenities and programming.
- 5.2. Complete the harbor project with the Power Authority.
- 5.3. Complete the Flight of Five project.
- 5.4. Establish a canal marina within the City limits so boaters can tie of their boats and explore local businesses and attractions.
- 5.5. Utilize the City of Lockport Tourism Focus Area Nomination Study as a tool for targeting Downtown and Canal improvements that support the tourism industry.
- 5.6. Continue to implement the 10 projects awarded funding through the NYS Downtown Revitalization Initiative.



6. Advance the revitalization, reuse, and improvement of vacant, deteriorating, and underutilized properties.

- 6.1. Provide incentives to commercial property owners to make improvements to their properties through tax incentives, façade programs, community educational forums, etc.
- 6.2. Collaborate with property owners to identify the redevelopment potential of strategic commercial sites, such as the former Friendly's at 2 Locks Plaza, bowling lanes at 13 West Main Street, and Union Station at 95 Union St.
- 6.3. Develop a vacant property registry to track and raise awareness of inactive sites within the City.
- 6.4. Explore opportunities to implement a land use tax for vacant properties to encourage the reactivation of underutilized sites.
- 6.5. Continue to target brownfields for redevelopment and improvement, including the implementation of recommendations from the 2015 City of Lockport Tourism Focus Area BOA Nomination Study.
- 6.6. Encourage business owners and landlords to discuss and implement creative vacancy solutions, such as shared space arrangements and adaptive reuse for non-traditional retail.
- 6.7. Develop a Façade Improvement Program to encourage better property maintenance and stimulate the renovation of building façades.
- 6.8. Revisit and review the City's participation in the NYS Main Street Program for additional support downtown.



PLACES

The City of Lockport seeks to further support the development of vibrant activity centers, quality neighborhoods, and walkable corridors that celebrate its past while providing for the future. The City aims to foster investment consistent with this place-making strategy, while discouraging development that does not support Lockport's historic character, identity, and overall future land use vision. As part of this vision, the City aspires to connect residents and visitors to key resources via a safe and efficient multi-modal transportation system, protect its natural resources, and further leverage its location along the Erie Canal.



GOALS & ACTIONS

1. Implement the recommendations contained within the Place-Making and Land Use Strategy of this Comprehensive Plan.

The following section of the Comprehensive Plan contains a Place-Making & Land Use Strategy that outlines specific location-based recommendations by character area. These recommendations can be viewed as the goals and actions of the Place guiding principle. The Place-Making and Land Use Strategy character areas are described on the following page and further detailed in the next section of this plan, beginning on page 39.

LOCKPORT'S PLACE-MAKING & LAND USE STRATEGY

How land is used and the variation in the built environment of a City defines the way community members interact with their community, their natural environment, and with each other. Land use and transportation patterns establish a sense of place and contribute to the overall character and identity of a community.

This plan includes a Place-Making strategy, rather than a standard future land use plan typically found in Comprehensive Plans. The purpose is to highlight the place-making elements that form the traditional, walkable community fabric of the City of Lockport and identify contextually appropriate strategies for enhancement.

As a result, the summaries and recommendations of this section are intended to provide guidance to local decision-makers, residents, property owners, and investors regarding Lockport's existing and desired future land use character and design preferences.



PLACES



1. Downtown

The Downtown character area encompasses Lockport’s Central Business District, and identifies strategies for increasing tourism and economic activity in the City’s most dense and vibrant area.



2. Commercial Activity Centers

The Commercial Activity Centers are generally located along segments of Transit Road and Lincoln Avenue that currently follow a suburban-style commercial development pattern. In these areas are some of the City’s largest scale commercial uses serving residents and the traveling public.



3. Neighborhood Commercial Corridors

Neighborhood Commercial Corridors are areas adjacent to residential centers, and often nearby to the Commercial Activity Centers and Downtown, that either currently host some limited form of commercial development or may be appropriate for future low-impact commercial investment to support the daily life of nearby residents.



4. Industrial Activity Centers

Industrial Activity Centers are the historic areas of both heavy and light industry throughout the City that help to bolster the City’s economy and local tax base. This includes the southwest area of the City, as well as portions of the northern area of City along Mill Street.



5. Neighborhoods

The Neighborhoods character area consists of existing residential developments, ranging from single- to multi-family homes, and includes areas where future development may be desirable.



6. Parks & Open Space

Park and Open Space is comprised of all of the City’s park spaces, as well as the natural areas in the northern area of City along Eighteen Mile Creek, and the few remaining agricultural areas of the City.



7. Erie Canal

The Erie Canal character area flanks the Erie Canal corridor as it passes throughout the City, and identifies way to continue to enhance and celebrate the Canal and its legacy in Lockport.



Place-Making & Land Use Strategy



Introduction

The purpose of this section is to equip Lockport with a place based decision-making tool that will clearly inform public and private investments over the next decade. The character areas identified for the City of Lockport include:

- Downtown
- Commercial Activity Centers
- Neighborhood Commercial Corridors
- Industrial Activity Centers
- Neighborhoods
- Parks & Open Space
- Erie Canal

The Place-Making Map depicting the character areas for Lockport is provided on the next page. The character areas are intended to convey a generalized vision of the City's future land use, design preferences, and how they relate to each other. Unlike a zoning map, the Place-Making Map is not intended to represent clear regulatory boundaries. The shape of each area and placement of boundaries may change as new information or investment opportunities arise. The application of the map, however, should remain consistent with the overall intent of this Plan and consideration should be given to logical transitions and buffers between character areas.

The Place-Making Map serves as a resource for the City to inform future investment decisions and other land use regulations, as well as identify needs for capital improvements over the next decade. However, this does not preclude the City's review boards from making decisions that do not align perfectly with the Place-Making Map, although such decisions should be grounded with well-considered rationale and careful consideration of community impact.



At this time, the City is also updating its Zoning Code (Chapter 190). One benefit is that the regulatory framework necessary to support this Plan may be directly integrated into the revised zoning code.

Therefore, this strategy focuses on long-term development goals and enhancement projects, rather than a regulatory “to-do” list, to further augment the purpose and intent of Lockport's updated land use regulations.

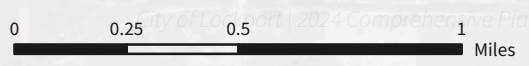
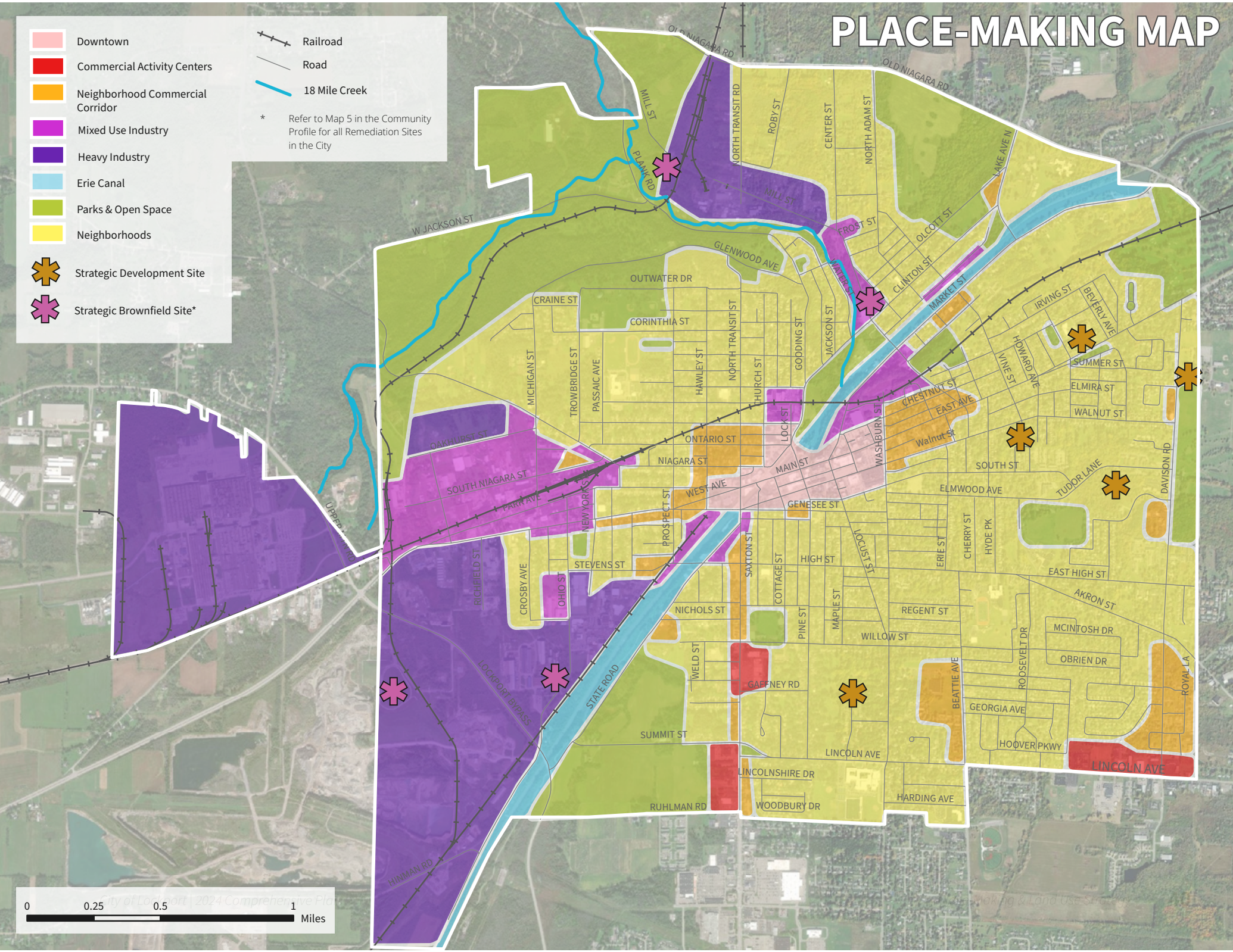


NOTE: This summary does not negate any development limitations due to environmental constraints, such as wetlands, steep slopes, or floodplains. As future projects are considered, applicants should refer to the resources available from NYSDEC or the Army Corps of Engineers to determine the existing conditions and suitability of the site for the uses proposed.

PLACE-MAKING MAP

- Downtown
- Commercial Activity Centers
- Neighborhood Commercial Corridor
- Mixed Use Industry
- Heavy Industry
- Erie Canal
- Parks & Open Space
- Neighborhoods
- Strategic Development Site
- Strategic Brownfield Site*

- Railroad
- Road
- 18 Mile Creek
- * Refer to Map 5 in the Community Profile for all Remediation Sites in the City





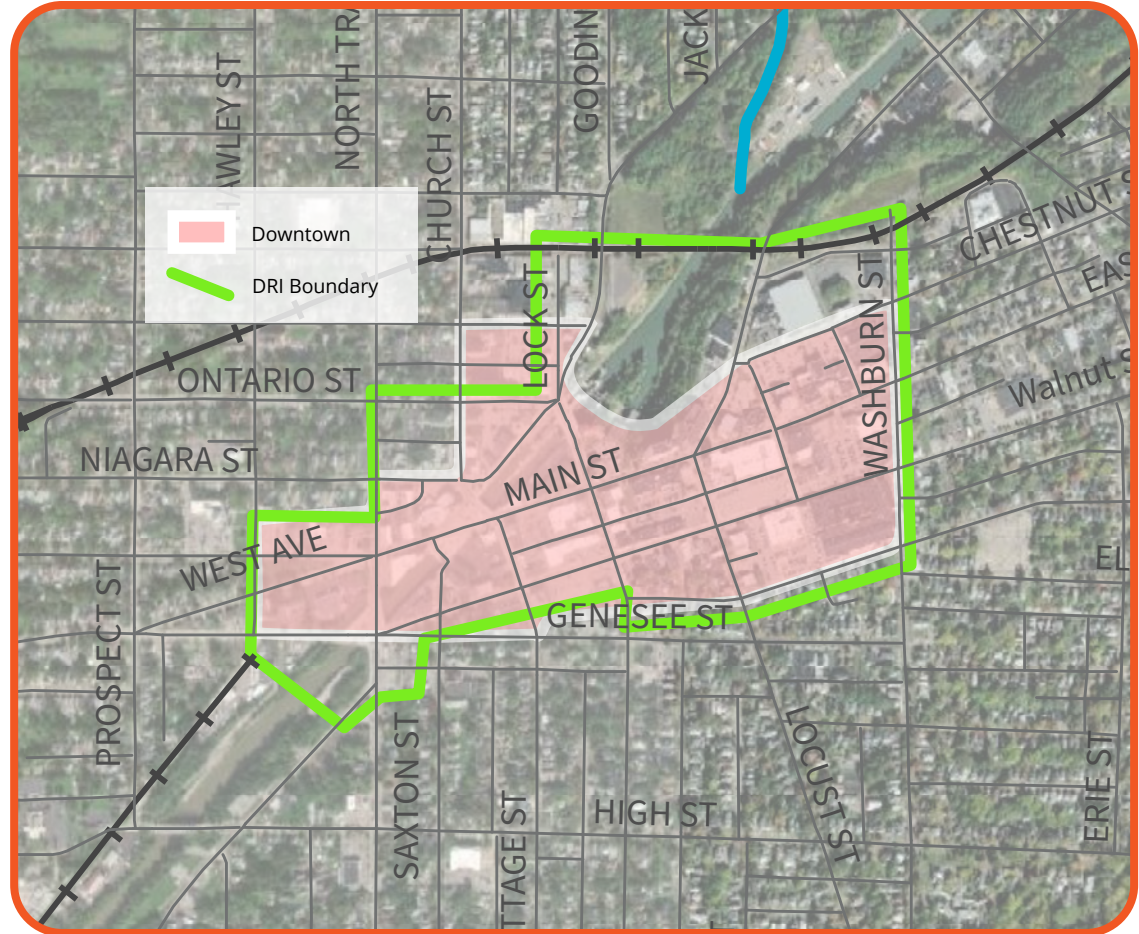
DOWNTOWN

The downtown area is the City's central business district, and acts as the central hub and heart of Lockport. Downtown is characterized by a concentration of mid to late 19th and early 20th century mixed-use, commercial, and civic buildings.

The downtown area hosts a variety of retail stores, office buildings, and civic uses, generally at a higher density than found elsewhere in the City.

As the center of the greater Lockport community, this downtown serves as one of the County's most significant cultural and civic hubs. Moving into the future, the City is intent on celebrating the history of the City's downtown area and accommodating infill and redevelopment of existing structures to enhance the vibrancy and liveliness of Downtown. Focusing development within the Downtown area will allow the City to provide a wider variety of housing options, recreational activities, and employment opportunities. This, in tandem with public streetscape improvements, will help to strengthen the downtown area's identity as an attractive destination for residents and visitors alike.

The design context and place-making elements identified within this place-making strategy are intended to build off and complement the efforts of the City's Downtown Revitalization Initiative and the Tourism Focus Area Study planning initiatives to ensure a cohesive and solidified vision for Downtown is maintained.





GOALS

1. Foster a magnetic downtown area which offers a variety of uses and opportunities for residents and visitors alike.
2. Preserve the historic architecture and traditional, walkable development pattern.
3. Accommodate a wide variety of commercial, civic, and residential uses to foster an active downtown throughout the day, evening, and weekend.
4. Continue to invest in an attractive, safe, and well connected multi-modal transportation network.
5. Ensure infill development reflects and contributes to existing traditional design elements and relates to the Canal-front.

DOWNTOWN

Design Context & Place-Making

INFILL AND REDEVELOPMENT OF VACANT / UNDERUTILIZED PROPERTIES

Maintenance of downtown Lockport's historic character and dense development pattern is of critical importance to the community. Therefore, the City should continue to promote and incentivize redevelopment of existing structures and context-sensitive infill development. This type of development has already been underway in the City for the past several years. This is exemplified through the redevelopment of Lockport's historic Post Office through the DRI, as well as the infill development at Ulrich City Center.

ENHANCEMENT OF STREETSCAPES & PUBLIC SPACES

A pedestrian and bicyclist friendly environment is critical to a healthy downtown. The continued enhancement of the public realm will work in tandem with private investment to foster a unique and attractive downtown character. Additionally, creating more opportunities for public spaces and passive recreation areas will create opportunities for rest, play, and gathering within the downtown environment.

PROMOTE A VARIETY OF HOUSING OPTIONS

In order to foster vibrancy downtown during non-peak working hours (or "9 to 5"), drawing more individuals and families to locate downtown will bring more activity to downtown during the weekends and evenings. National and regional housing trends suggest that an increased variety of housing styles and sizes is necessary to meet demand - especially for the Baby Boomer and Millennial generations. This can be accommodated through vertical mixing of uses - such as upper-floor apartments,

CONTINUE TO PROMOTE AND MARKET TOURISM PROGRAMMING

Tourism surrounding the Erie Canal and its legacy has been a long-term priority for the City, and the downtown area is the hub of tourism activity. In addition to historic programming, the City should continue to encourage tourism-supported development, including hotels and inns, retail stores, and dining establishments. Additionally, wayfinding and branding initiatives should continue to be implemented to establish a unique and enticing identity for the City.



Infill development at Ulrich City Center - 80 Main Street



Redevelopment of the Historic Post Office into a mixed-use building - 1 East Avenue

DOWNTOWN

DESIGN ELEMENTS

The results of the Community Preference Survey (CPS) illustrate what design elements community members prefer when considering downtown development styles. Some of these elements are described and depicted below, alongside the median score given each image during the CPS exercise (1: Lowest to 5: Highest).

Building Design

Traditional design features were preferred, such as brick facades, hip and gable roofs, and window treatments. Buildings with blank, monotonous facades scored lower.

Historic Design

Survey takers scored buildings that were more historic in character and design higher than more modern buildings.

Off-Street Parking

Images that had parking fronting the roadway scored lower than those that did not have visible parking areas.

Pedestrian Spaces

Environments that accommodate pedestrians and bicyclists and were more walkable in character scored higher than more auto-centric environments.

MORE DESIRABLE



Median Score: 4.0



Median Score: 5.0



Median Score: 3.0



Median Score: 5.0

LESS DESIRABLE



Median Score: 1.0



Median Score: 2.0



Median Score: 2.0



Median Score: 2.0

Another finding from the CPS was general public support for design regulations and/or guidelines in the zoning code that apply to the downtown area. Overall, 62% of survey takers were in favor of design regulation (requirements), while 22% were in favor of design guidance (suggestions).



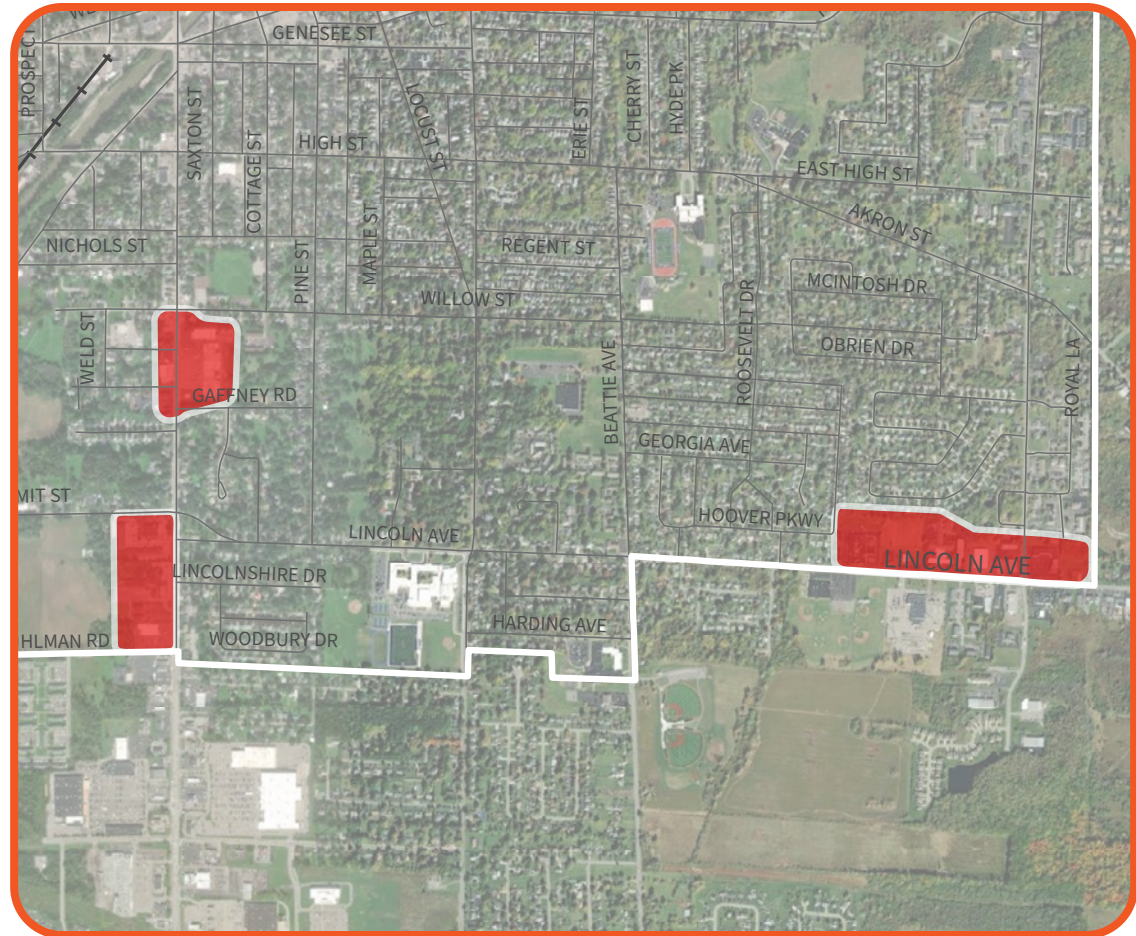
COMMERCIAL ACTIVITY CENTERS

Commercial activity centers play an essential role in providing concentrations of a wide array of retail and service uses serving the larger region, as well as City residents and visitors. The most significant commercial areas outside of Downtown include portions of South Transit Road between Ruhlman Road and Summit Street and between Bridlewood Drive and Willow Street. The southeastern corner of the City, along Lincoln Avenue, also serves as a primary general commercial activity center.

With larger lots and existing auto-oriented development patterns, these areas are considerably different than the commercial activity node of Downtown, but still play an essential role in providing goods and services to community members. The commercial activity center character areas' suburban-style development patterns are reflective of their location on the periphery of the City limits, and mimic similar development patterns found elsewhere in suburban Niagara County.

The City's vision for the future of these areas is a shift from the traditional auto-centric commercial corridor, to a more inviting streetscape that is comfortable and accessible for vehicles and pedestrians alike. Future infill or redevelopment should promote pedestrian connectivity both on-site and to the public right-of-way.

Additionally, the mixing of uses, both vertically (in one building) and horizontally (on one parcel), should be supported to promote the long-term viability of these activity centers for investment and to enhance live, work, play opportunities.





GOALS

1. Allow for a wide variety of retail, entertainment, and service uses to meet the needs of residents, visitors, and the greater Lockport community.
2. Foster a vertical and horizontal mixing of uses to maximize use of land and infrastructure.
3. Provide a range of housing options within the area within and in close proximity to commercial activity centers.
4. Improve pedestrian connections and accommodations both on-street and within developments.
5. Implement access management strategies to reduce the number of curb cuts and improve driver safety along the corridors.
6. Visually improve the character of the corridors through design guidelines and regulations.

Design Context & Place-Making Elements

ENHANCED STREETScape & SENSE OF PLACE

In the Community Preference Survey, community members ranked example images of general commercial development, typical of that seen within the Commercial Activity Center character area. Image scoring for this development typology revealed a preference for commercial developments that better frame the streetscape and create a sense of place. Common building and site design treatments among higher scoring images include:

- Reduced front setbacks;
- Increased building scale (appearing to be at least two-stories in height);
- Reduced visibility of parking areas and drive thrus by locating them in the side or rear yard area;
- Incorporating landscaping and screening treatments; and
- Providing for pedestrian connectivity both on and off-site.

Lower scoring images in the CPS showed single-story structures with large front setbacks that emphasized an auto-oriented development pattern. More detailed results of the CPS are displayed on the following page, as well as in the Plan's appendix.

MIXING OF USES

The City should promote a wider variety of mixed uses along this corridor to ensure the long-term vitality of the corridor. Increased pedestrian activity within this area has been noted and the provision of additional multi-family housing options within the Commercial Activity center would allow residents that may not have access to vehicles to more easily access necessary goods and services within walking distance of their homes. Additionally, the expansion of mixed uses within this area will ensure that as retail trends shift away from traditional brick-and-mortar stores to online platforms, new and upcoming businesses are supported within these areas. This includes the development of upper-floor residential units within multi-story mixed use buildings.

Based on technological improvements and the impacts of the COVID-19 pandemic, many employers are forgoing traditional office spaces and taking on work-from home policies, which reduces office space demand. Given the density of offices near the corner of Lincoln Ave and Davidson Road, the City should encourage adaptive re-use of these structures, such as multi-family conversion, or other commercial uses that will contribute to the vibrancy of this area.

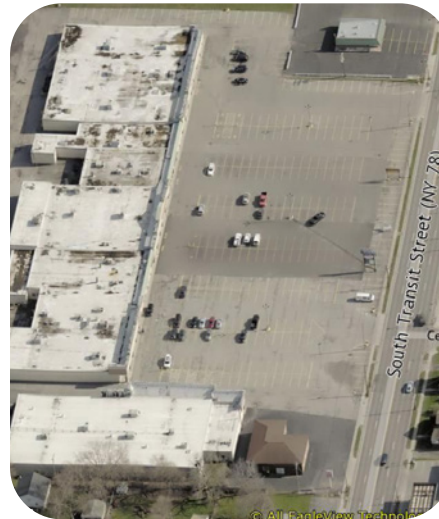
The Decline of the Suburban Office Park

Shifting preferences for a more urban lifestyle together with technology that allows people to work remotely have resulted in declining office park occupancy rates nationwide. As of 2022, the commercial real estate firm Jones Land LaSalle estimated that 57% of suburban office space nationwide can be considered "functionally obsolete."¹

Communities across the nation are grappling with the increased vacancies in these office parks, and more frequently these spaces originally envisioned for solely office use are being redeveloped as mixed-use activity centers, including restaurants and bars, residential living options, retail, and in some instances smaller footprint office spaces for local entrepreneurs and start-ups.

As these trends continue to move forward and impact Lockport, the City could revitalize these underutilized spaces to align with the overall vision for mixed-use development along the City's commercial corridors.

Source: New York Times



Transit Road at Lockport Plaza



Lincoln Avenue and Davidson Road

COMMERCIAL ACTIVITY CENTERS

DESIGN ELEMENTS

The results of the Community Preference Survey (CPS) conducted at the start of this planning effort illustrate what design elements community members prefer when considering various commercial development styles. Below is a summary of key design preference takeaways demonstrated by the image scores from the CPS exercise (1: Lowest to 5: Highest).

Building Design

Traditional design features were preferred, such as brick facades, hip and gable roofs, and window treatments. Buildings with blank, monotonous facades scored lower.

Building Placement

Survey takers scored buildings that were closer to the street higher, and buildings with large surface parking fronting the roadway lower.

Landscaping & Screening

Images that contained plantings, landscaping, and screening of surface parking lots scored higher than those that did not.

Streetscapes

Roadways with traffic calming and place-making elements such as medians, ornamental lighting, and street trees scored higher than auto-centric commercial corridors.

MORE DESIRABLE



Median Score: 3.0 / 5.0



Median Score: 3.0 / 5.0



Median Score: 3.4 / 5.0



Median Score: 4.0 / 5.0

LESS DESIRABLE



Median Score: 1.0 / 5.0



Median Score: 2.0 / 5.0



Median Score: 1.0 / 5.0



Median Score: 1.0 / 5.0

Another finding from the CPS was public support for design regulations and/or guidelines in the City's zoning code, ensuring the application of these design elements in commercial areas. Overall, 56% of survey takers were in favor of design regulation (requirements) and 25% were in favor of design guidance (suggestions).

COMMERCIAL ACTIVITY CENTERS



Redefining Transit Road

Enhancements to Lockport's major streetscapes that reflect the preferences shown in the CPS can be accomplished through two methods: public realm improvements and private realm improvements.

PUBLIC REALM IMPROVEMENTS

Public realm improvements are those which apply to the public right-of-way and can be implemented by public agencies. For example, increasing pedestrian and bicycle access through active transportation amenities (e.g. sidewalks, bike lanes, ADA curb ramps, etc.) and enhancing the overall appearance of the streetscape through landscaping, way-finding, and lighting improvements.



PRIVATE REALM IMPROVEMENTS

Private realm improvements are those which apply to privately-owned properties and are implemented by property owners and developers. To encourage new development to reflect the community's desired traditional, walkable character, the City's land use regulations include design guidelines (i.e. recommendations) and design regulations (i.e. requirements). Such guidelines and regulations ensure property owners and developers achieve a higher quality of design through increased building heights, reduced front setbacks, and improved site design elements with adequate landscaping and signage. Through these enhancements to the private realm, the street edge becomes more defined, helping to calm traffic and foster a greater sense of place.



VERTICAL MIXING OF USES

While the City's commercial areas have a substantial amount of horizontal mixing of uses (i.e. residential properties uses next to commercial uses), there is a limited amount of vertical mixing (i.e. residential and commercial uses in the same structure). The atmosphere of these corridors may be enhanced by allowing and encouraging this vertical integration of uses, in particular placing inviting storefronts at the street-level with living accommodations above. This style of development is an attractive option for residents, employees, and business owners who prefer to live close to employment and retail opportunities. Vertical mixing of uses also can activate the corridor by reducing the distance from home to goods, services, and employment, thus drawing residents to the roadway network on foot or bicycle.

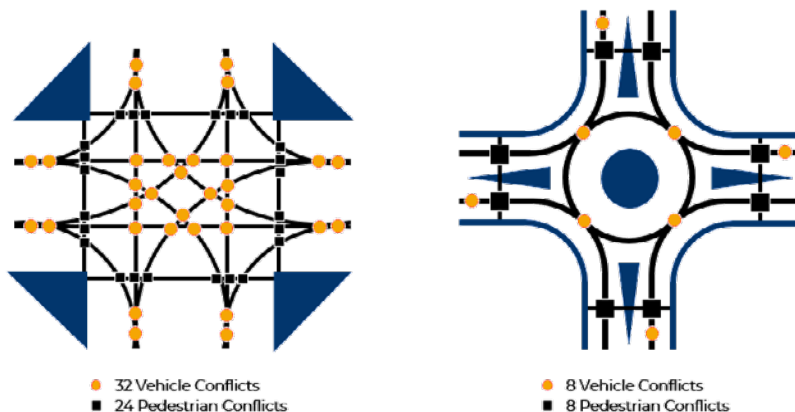
Graphics by Urban Advantage

ACCESS MANAGEMENT ALONG LOCKPORT'S COMMERCIAL CORRIDORS

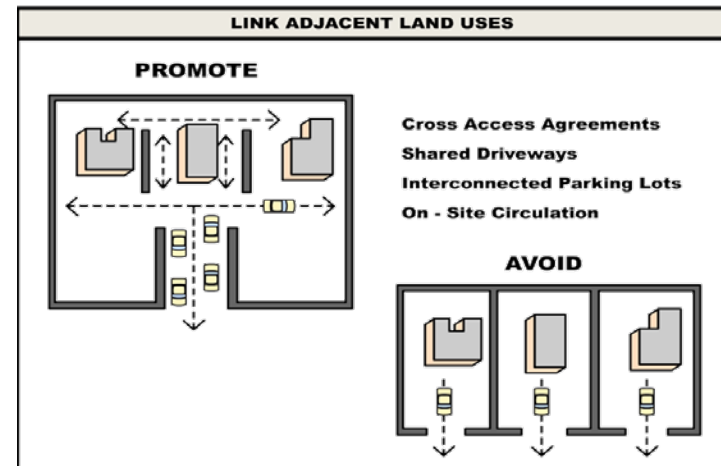
Access management can be defined as a set of strategies that communities can implement to control vehicular movement between public roadways and adjacent private development. The implementation of these strategies can increase safety and efficiency of traffic by reducing conflict points and reducing congestion.

Driveways and intersections along a roadway create a set of potential conflict points between roadway users. As development increases along a roadway corridor, both traffic volumes as well as potential conflict points increase. According to the National Highway Institute (NHI), “an effective access management program can reduce crashes as much as 50%, increase roadway capacity by 23 to 45%, and reduce travel time and delay as much as 40 to 60%.” In order to be successful, access management strategies must be comprehensive and consider “land use management” to include the land that makes up the roadway and driveways, as well as the physical building development adjacent to roadways. Some key access management strategies that can ensure the continued functionality of Lockport’s commercial corridors, such as South Transit Road, include:

- Encouraging internal access to outparcels.
- Connecting parking lots and consolidating driveways.
- Regulating the location, spacing, and design of driveways in local codes.
- Locating driveways away from intersections.
- Limiting the number of driveways per lot.
- Coordinating with State and County highway officials.



Roundabouts can be an effective design solution to reduce vehicular and pedestrian conflict points, in some instances by over 50%. (Source: City of Spanish Forks, UT)



Reducing the number of driveways and encouraging shared parking lots can not only improve vehicular safety, but also reduce the number of crossing a pedestrian interfaces with while walking along a corridor. (Source: Wisconsin DOT)



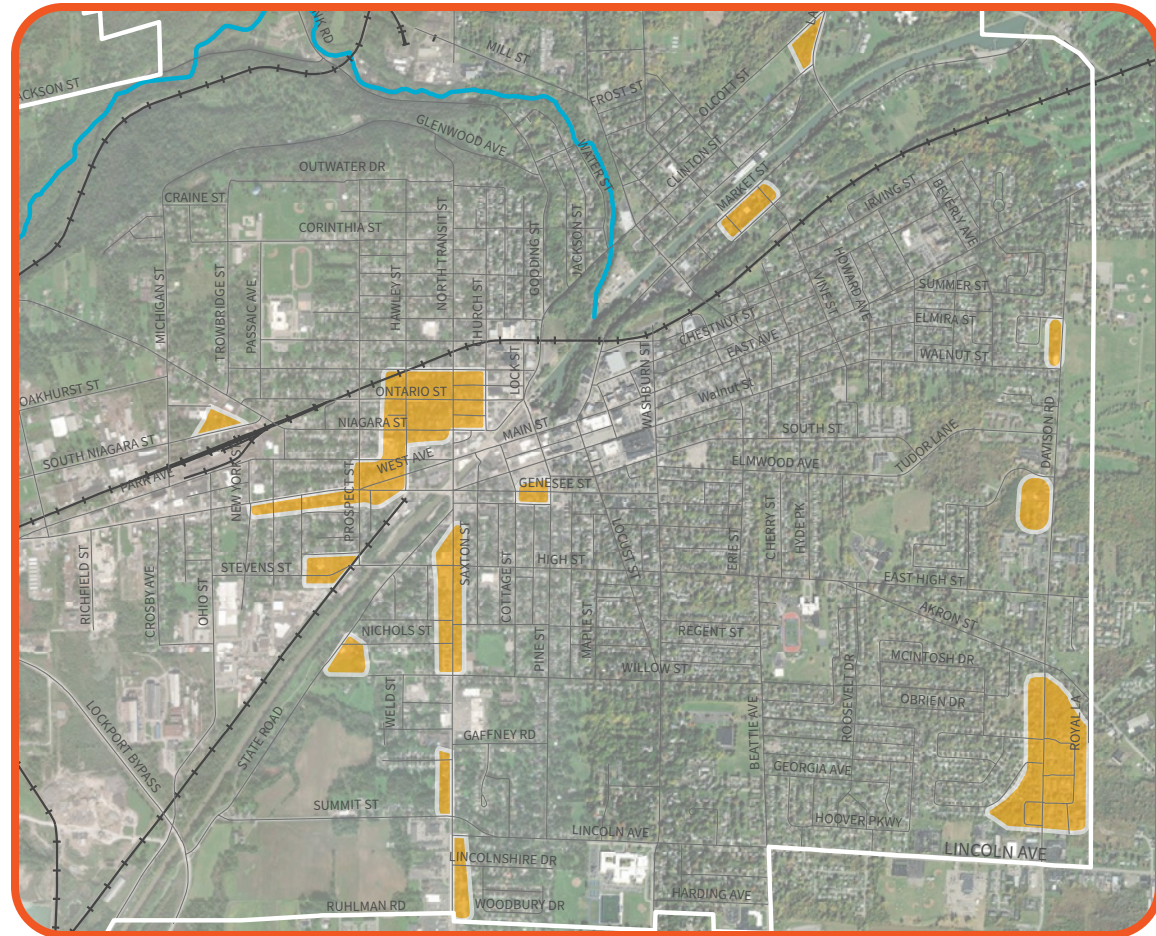
NEIGHBORHOOD COMMERCIAL CORRIDORS

The walkability of the City of Lockport's neighborhoods and the notable access to goods and services is two attributes that make the City an exceptional home for residents across a wide range of lifestyles and ages. Contributing to this neighborhood character are the City's neighborhood commercial corridors, which are present along Davison Road, West Ave, South Transit Road, and the concentration of blocks to the east and west of downtown.

These corridors are distinguished by their walkable streetscapes and mix of commercial uses alongside residential, while still respecting the residential character of the area. Often, these commercial corridors act as a buffer between neighborhoods and higher intensity commercial and industrial uses.

The presence of neighborhood commercial corridors within the City offers residents retail and employment opportunities outside of the bustling downtown and commercial activity centers. Moreover, these corridors increase the accessibility of goods and services by both their close proximity to residential living options and pedestrian facilities.

Supporting pedestrian-scaled streetscape design, increasing connections to these corridors from surrounding residential areas, and redefining the vision for mixed use in these corridors will be critical to strengthening their unique role within the City.





GOALS

1. Expand economic opportunity by allowing for low-impact commercial uses while also preserving existing residential character.
2. Ensure infill and redevelopment projects do not negatively impact resident quality of life and provide adequate buffering, where necessary.
3. Employ site design practices that prioritize the comfort and safety of pedestrians and bicyclists.
4. Establish multi-modal linkages between residential areas and neighborhood commercial corridors.
5. Promote the vertical mixing of commercial and residential uses with infill development.

NEIGHBORHOOD COMMERCIAL CORRIDORS

Design Context & Place-Making

REFLECTING THE CITY'S NEIGHBORHOOD CHARACTER

In the CPS, community members ranked example images of Neighborhood Mixed Use/Commercial developments. Overall, survey responses suggested that mixed use and commercial development within the City's neighborhoods should be complimentary to the surrounding residential areas and embrace pedestrian-focused site design principles. Specifically, the results indicated a preference for the following:

- Architectural styles with visual interest
- Buildings/sites that reflect the character of residential development
- Development that does not incorporate franchise-style design
- Smaller front setbacks
- Landscaping along the right-of-way
- Front yards free from parking and drive-thrus

With these preferences in mind, future development should be responsive to the vision that community members have for neighborhood commercial corridors. Visual examples of preferred development character (as determined by the highest and lowest scoring images from the CPS) are depicted at right.



Looking west from intersection of West Ave and Bright St. Source: Google Street View

In several locations along the City's Neighborhood Commercial Corridors, heavy commercial or industrial uses are adjacent to residential uses. Encouraging the implementation of buffering techniques - such as strategic setbacks, fencing, and landscaping - can help to mitigate conflict between these contrasting uses.

NEIGHBORHOOD MIXED USE & COMMERCIAL DESIGN

Most Desirable



CPS MEDIAN SCORE: 4.0 / 5.0



CPS MEDIAN SCORE: 3.0 / 5.0

Least Desirable



CPS MEDIAN SCORE: 1.0 / 5.0

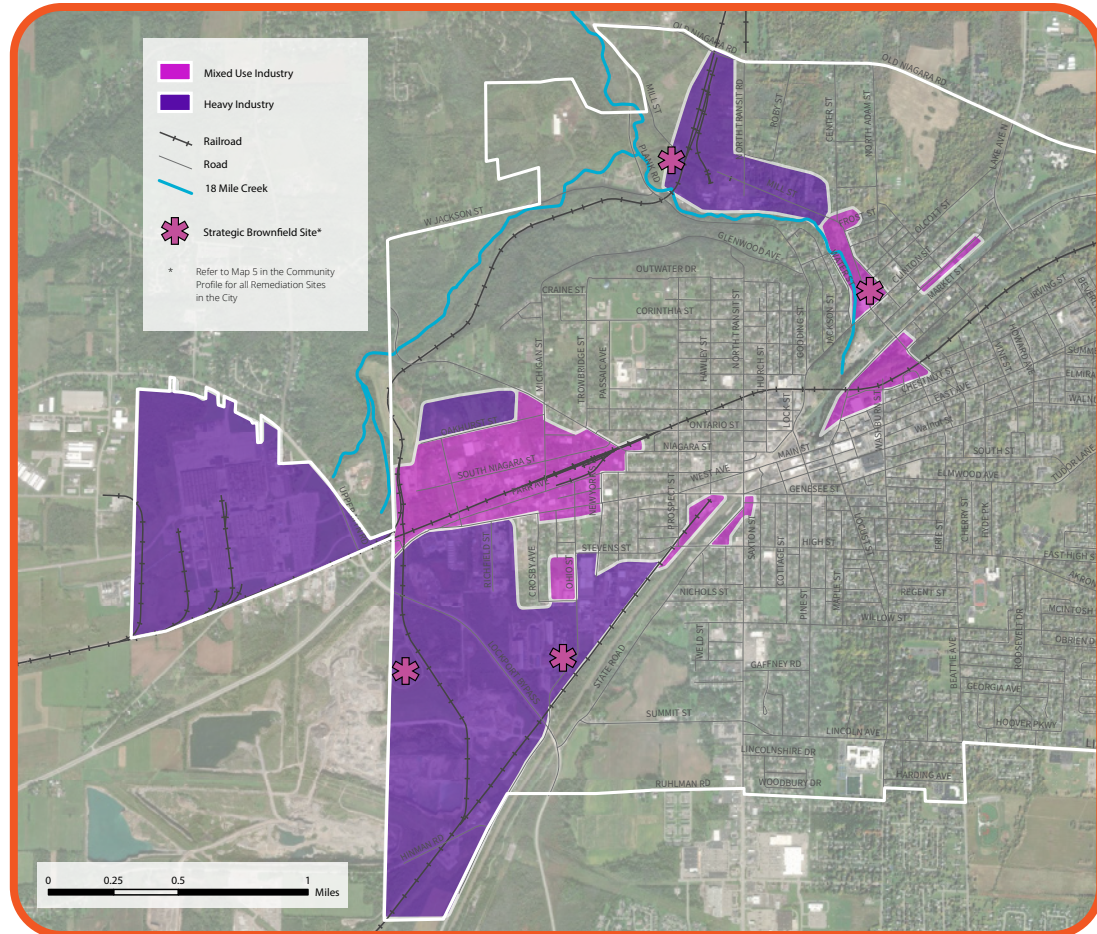


INDUSTRIAL ACTIVITY CENTERS

Lockport retains a significant amount of its industrial heritage, and continues to be an attractive location for manufacturing and other industrial operations. For the purposes of the place-making strategy, the Industry Activity Centers within the City are classified as either heavy industry, or mixed use industrial (shown on the map at right).

The areas identified as heavy industry are those locations where traditional manufacturing and other industrial operations of most significant intensity have historically been located. The majority of the active heavy industrial operations are located within the southwest corner of the City, bounded generally by the Canal to the southeast, West Ave to the north, and the City's edge to the west. This area is currently mostly used for industrial purposes, including the sale and production of steel products, rubber products, lumber, machine shops, and concrete. There is another concentration of heavy industrial activity on both sides of Mill Street to the North, which primarily hosts chemical industries. Also incorporated in the heavy industrial activity center character area is a 495 acre area annexed to the City of Lockport, which is home to a 2.5M square foot General Motors (GM) plant. In early 2022, GM announced new investment of over \$150 million in the plant for electric vehicle motor component production. This investment will support Lockport's industrial tax base, and provide over 200 new jobs for residents. These areas are intended to continue to uphold the industrial legacy of Lockport for the foreseeable future.

The mixed use industrial areas are envisioned to support both less intense industrial uses than those in the heavy industrial area, as well as creative redevelopment efforts that cultivate mixed use activity centers with increased housing, retail, and



service operations. The largest mixed use industrial area is generally bounded by Oakhurst Street to the north and Park Ave to the South. This area currently has a wide range of uses, including residential, commercial, and industrial uses. There are also six smaller mixed use industrial areas shown on the map above.



Buffalo Business First

GOALS

1. Foster a strong, stable local economy capable of supporting the social, cultural, and municipal functions which create a desirable community.
2. Support the expansion of existing industries and attraction of burgeoning industries to support the local tax base and increase local job opportunities.
3. Focus industrial growth within existing industrial activity centers; taking advantage of infill and redevelopment opportunities near to existing infrastructure.
4. Ensure the character and siting of industrial uses and have characteristics which are compatible with nearby residential uses, mitigating potential negative impacts.
5. Identify opportunities for revitalizing former industrial spaces through mixed-use development.

Design Context & Place-Making Elements

KEEP NEARBY NEIGHBORHOODS IN MIND

While the primary land use in this character area is industrial, there are several residential parcels within close proximity, and often times directly adjacent to active industrial operations. Also contained within the Industrial Activity Center character areas are several supportive commercial entities such as equipment supply, hardware stores, and several food service operations. The proximity of these conflicted uses has resulted in tension between the noise, odors, and light associated with industrial activity and residential living in these areas, particularly along Stevens Street where heavy industry is located on the south side of the street, across from residential homes on the north side.



The City should encourage and reward high-quality design for industrial operations, and ensure site design best practices are incorporated such as green infrastructure, native plantings, and pedestrian accommodations within large surface parking areas.



A combination of buffering and screening will reduce harmful impacts of industrial operations on adjacent residential properties.

POTENTIAL ENVIRONMENTAL JUSTICE (EJ) AREAS

A significant portion of the industrial activity center character areas is designated as a potential environmental justice (EJ) area, as shown on the map below. It will be essential to ensure that any additional industrial development does not negatively impact these populations' quality of life and health by reducing impacts of pollution, noise, odor, and light from industrial use to residential properties. There are a number of federal and state grants available for communities to develop and implement solutions to address local environmental issues, as well as technical resources that the City can utilize to spur reinvestment and build healthier environments in these communities.

Municipal Funding Opportunities:

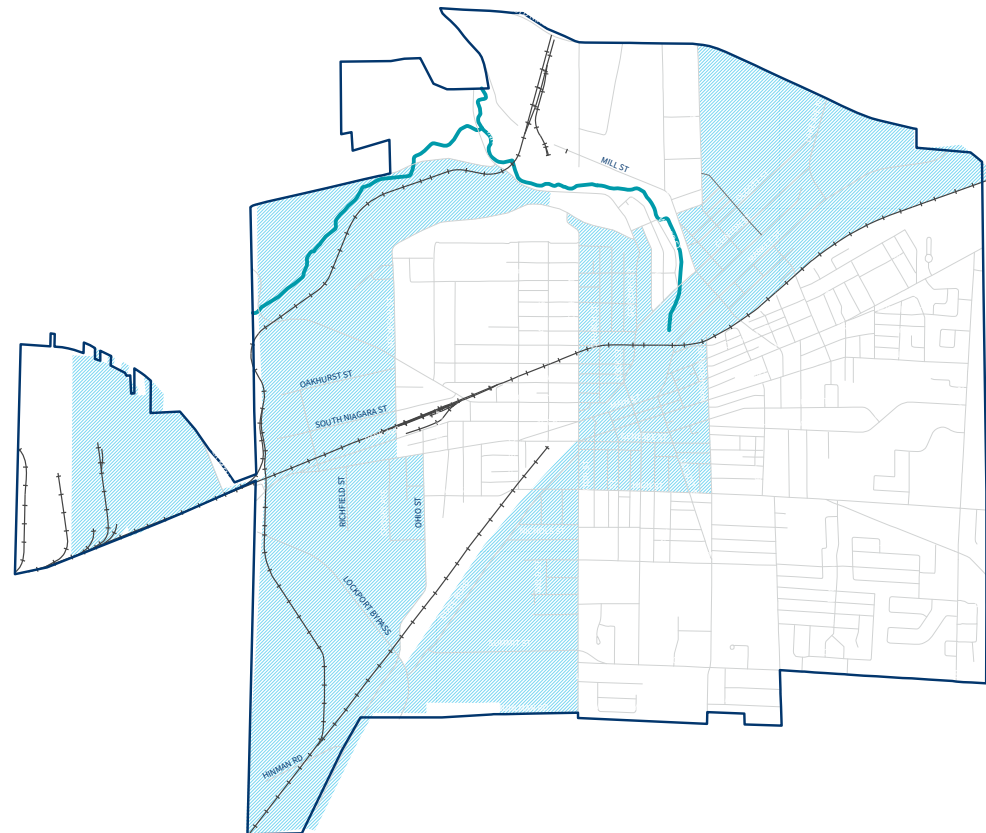
- [Environmental Justice Government-to-Government Program \(EPA\)](#)

Non-Profit Funding Opportunities:

- [Environmental Justice Small Grants Program \(EPA\)](#)
- [Environmental Justice Communities Pass-through Funder \(EJCPF\) Program \(EPA\)](#)
- [Environmental Justice Collaborative Problem-Solving Cooperative Agreement Program \(EPA\)](#)
- [Environmental Justice Community Impact Grant \(NYSDEC\)](#)

Technical Resources:

- [Technical Assistance Services for Communities \(TASC\) Program \(EPA\)](#)
- [Brownfields Technical Assistance, Training and Research \(EPA\)](#)
- [Environmental Justice Reference Guide \(FHWA\)](#)
- [EJ Related Policy and Regulations \(NYSDEC\)](#)



BROWNFIELD SITES IN LOCKPORT

A number of remediation sites are located within the Industrial Activity Centers character area. Some of these sites have yet to be remediated, or are currently being considered for remediation activity. As these sites become viable development sites, the City should ensure future development is compatible with the industrial character of these areas, and ensure they do not detract from nearby residential quality-of-life. Some of the active remediation sites are described in further detail below.



Guterl Specialty Steel Corp.

The Guterl Specialty Steel Site is approximately 70 acres located off of Ohio Street. A portion of this site is currently used by Allegheny Ludlum as a metal processing facility, but nine acres have been identified with a proposed remediation strategy by the US Army Corps of Engineers, which includes building removal and soil and water remediation. Given the site is surrounded by existing industrial uses, it is appropriate that this site remain used for industrial purposes in the future.



Niagara County Refuse Disposal District Landfill

This site is a 35 acre inactive landfill off of O'Neil Drive. The site has not been remediated, but is actively monitored. This site has the potential for future re-use for solar energy, and potentially more intense use should remediation occur at the site in the future. It is within the Industrial Character Area, and surrounded by existing heavy industrial uses - thus the future use of this site should reflect the intensity the adjacent uses to reduce potential conflict.



Eighteen Mile Creek Corridor

In 2021 it was announced that through the Bipartisan Infrastructure Law (BIL), the work needed to address contamination and protect the community near the Eighteen Mile Creek Superfund site will now be funded. This site extends from the City of Lockport to Lake Ontario in Olcott, New York. The majority of the site within Lockport is being remediated to industrial use standards, but a portion west of Water Street will be slated for residential and open space use.



Vanchlor Company, Inc.

This is a five acre property located at 600 Mill Street. This area was historically used to dispose of processes wastes from the VanDeMark Chemical facility. Remediation of this site is complete, and monitoring is being managed under a Site Management Plan. The property is owned by Vanchlor Company, but is currently vacant in use. The future use of this site should be industrial, but given its adjacency to the eighteen mile creek corridor, should avoid any potential environmental impacts.

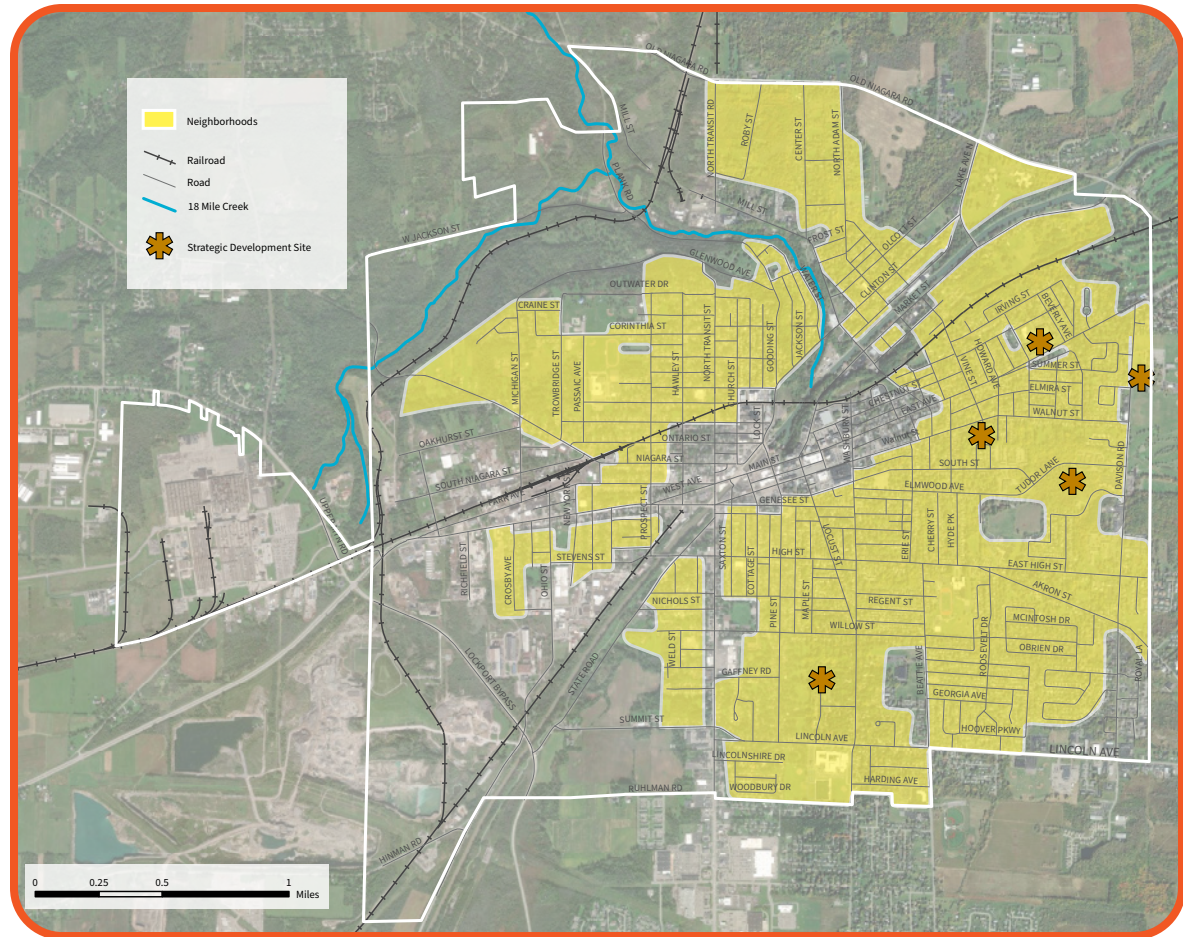


NEIGHBORHOODS

The City of Lockport’s variety of housing types is one of its greatest assets. Residential options range from the large-lot, rural properties found in the northern parts of the City to dense, multifamily buildings mainly concentrated in the center of the City. In addition to larger multi-family dwellings, two- and three-family housing options are scattered across the City.

A striking asset of the City’s traditional neighborhood character is the walkability of these areas and ease of access to a variety of resources. Many of the neighborhoods feature traditional street patterns, street trees, and sidewalks that lend well to walking and bicycling. Due to the streetscape composition, many residents are able to easily reach the downtown, canal, commercial corridors, parks, schools, and other amenities.

In addition to the denser, traditional neighborhoods typical of the late 19th and early 20th centuries found throughout the City, there are several more suburban-style neighborhoods. Found primarily at the southeastern periphery of the City, these single-family homes are much more reflective of mid-20th century development. While still denser than suburban neighborhoods of nearby communities, much of Lockport’s post-war housing still observes a larger front setback with garages that front the street and a lack of pedestrian amenities such as sidewalks and street trees.





GOALS

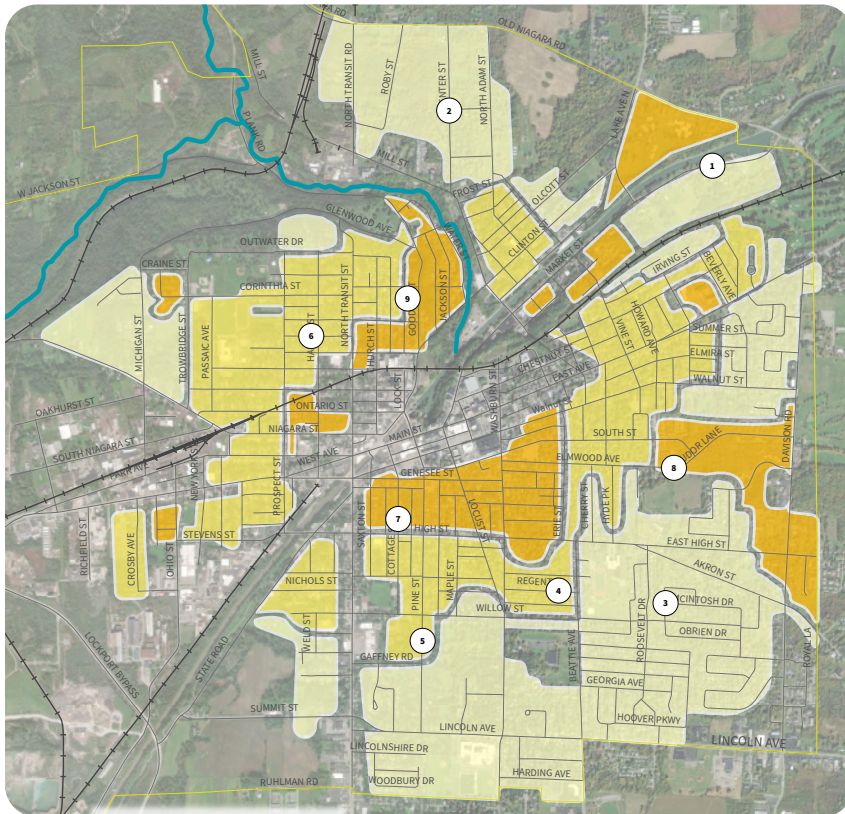
1. Preserve the traditional, grid-like pattern and historic integrity of older neighborhoods.
2. Ensure infill development reflects existing neighborhood design, including tree-lined streets and sidewalks.
3. Support mixed density residential development that increases housing choice while blending in with lower density neighborhood character.

NEIGHBORHOODS

Residential Density & Character

The map below provides more detailed direction on the City's land use vision for existing and future neighborhoods with respect to residential density and character. Following Lockport's existing settlement pattern, the highest density, mixed residential neighborhoods are generally located near to City center, transitioning to medium and low density as you move toward the outer municipal boundaries. The images at right show examples of desirable development styles for neighborhoods at each density level.

Undeveloped neighborhood character areas present opportunities for residential infill or redevelopment to increase housing stock and housing choice. The overall density and character of future developments should be compatible with existing neighborhoods and continue to provide pedestrian connections to nearby amenities as described on the following pages.



LOW DENSITY RESIDENTIAL

Predominantly single-family homes



1. Market St



2. Center St



3. McIntosh Dr

MEDIUM DENSITY RESIDENTIAL

Predominantly single- and two-family homes



4. Morrow Ave



5. Pine St



6. Prentice St

MIXED DENSITY RESIDENTIAL

Mix of single-, two-, and multi-family homes



7. Cottage St



8. Elmwood Ave



9. Lock St

Images from Google Street View

NEIGHBORHOODS

Design Context & Place-Making Elements

PRESERVE HISTORIC CHARACTER

As a community with a long history dating prior to the construction of the Erie Canal, the City of Lockport’s housing stock also holds a connection to the City’s legacy. Over half of the City’s housing was built prior to 1940 (see page 14, Community Profile). The historic architectural detailing of these homes is not only attractive to residents and visitors, but also supports the overall identity of the City and character of its streetscapes. Encouraging homeowners and developers to pursue funding and tax credits for residential home repairs, rather than building new, is critical to ensuring that older homes continue to remain a cornerstone of the City.

It is also essential that, when new residential development does occur, it compliments the traditional character of the City’s neighborhoods. This entails utilizing appropriate setbacks that match the block’s average setback depth, positioning off-street parking and garages to the side or rear yard, planting street trees, and encouraging homeowners and developers to consider incorporating architectural features and site design elements that reflect nearby historic homes. For example new residential development should be encouraged to include:

- Turrets, front porches, appropriately sized shutters, unique window shapes, and other architecturally interesting features
- Tripartite design in which the building facade contains distinct lower, middle, and upper sections
- Natural building materials, such as brick, stone, and wood
- Landscaping with native tree, shrub, and flower species
- Parking and garages limited to the side or rear of the residence

SUPPORT PEDESTRIAN-SCALED DEVELOPMENT

Based on the findings of the Community Preference Survey (see images of the lowest and highest ranked images below), community members prefer residential site design that is visually interesting from the street level and comfortable for pedestrians. For example, images of properties with landscaping, variation in architectural detailing, and limited visibility of off-street parking tended to score higher. For multi-family housing, images of properties that reflected the character and scale of lower density neighborhoods tended to score higher. These preferences should be considered when updating land use and development regulations and when reviewing site plans.

	Least Desirable	Most Desirable
Low/Medium Density	 <p style="text-align: center;"><small>The Conservation Fund</small></p> <p style="text-align: center;">CPS SCORE: 2.0 / 5.0</p>	 <p style="text-align: center;">CPS SCORE: 5.0 / 5.0</p>
Mixed Density	 <p style="text-align: center;"><small>The Conservation Fund</small></p> <p style="text-align: center;">CPS SCORE: 1.0 / 5.0</p>	 <p style="text-align: center;">CPS SCORE: 4.0 / 5.0</p>

Another critical component of pedestrian-oriented design is the integration of ADA-compliant sidewalks, curb ramps, and intersection crossings. Inventorying existing pedestrian infrastructure and updating facilities in disrepair will further enhance neighborhood character and overall walkability.



Development Opportunities

RESIDENTIAL INFILL

Residential infill is an attractive option to satisfy demand for additional or new types of housing by allowing the community to use land, infrastructure, and services more efficiently. The City of Lockport could benefit from a residential infill template that includes a variety of housing types and densities. Having such a template would ensure that demands for alternative types of housing are met while protecting the City's existing, historic neighborhoods. Strategically implementing infill housing would also offer an opportunity to attract and retain additional residents, increase neighborhood investment, and enhance the sense of community.

MIXED RESIDENTIAL DEVELOPMENT

Establishing clear policy guidance is critical to ensuring the success of mixed residential development that is sensitive to the character of the surrounding neighborhood. Regulatory requirements help to mitigate resident concerns of neighborhood change while supporting developers who may experience challenges related to the design and infrastructure costs. Mixed residential neighborhoods can be achieved through a variety of ways, most commonly a Mixed Residential District or Planned Unit Development (PUD) District. Mixed Residential zoning is a regulatory tool that accommodates varying residential designs and densities. On the other hand, PUD zoning is a regulatory tool that requires careful review and revision of mixed residential plans prior to construction to ensure that they are in alignment with the community vision and do not impose significant negative impacts. In order to support and guide mixed residential development, the City should consider utilizing one or both of these tools.

Shifting Housing Preferences

According to the US Census Bureau's Building Permits Survey and Survey of Construction, regional demand for single-family housing is decreasing. Over the past decade and a half, in NYS the proportion of building permits issued for single-family homes has declined, replaced by permits for two-, and multi-family residential buildings. As of 2020, only 27% of residential building permits in NYS were for single-family homes. This same trend is witnessed in the larger Northeast US as well, where the proportion of new housing construction for two- and multifamily homes has risen in the past two decades. This may be driven by pressure on home builders to provide smaller, less costly, and lower maintenance options desired by seniors, empty nesters, young families, and Millennials.

Recommended Mixed Use Residential Use & Lot Requirements

Dwelling Types	Single-, Two-, & Multi-Family Dwellings
Lot Sizes	3,000 - 30,000 sf
Lot Widths	30 - 60 Feet
Front Yards	10 - 30 Feet
Garages	Located in Rear Yard or Behind Front Building Line

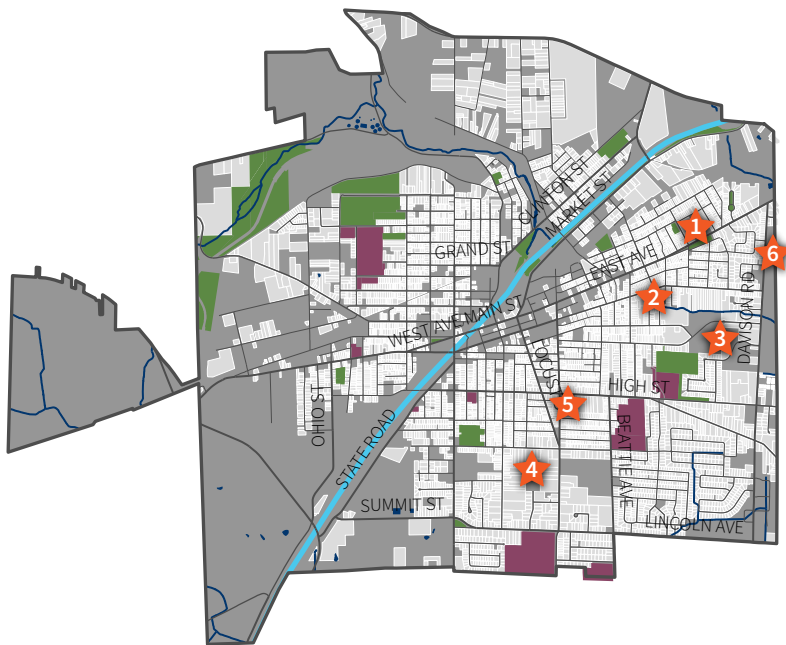
West Henrietta's Erie Station Village is a prime mixed residential neighborhood example. The variety of styles and densities (pictured at right) provides a high level of housing choice in an attractive, walkable setting. While many of the buildings are multi-family, they reflect the character of a single-family home, allowing them to more appropriately fit into the existing neighborhood context.










NEIGHBORHOODS

Strategic Development Sites

Within the Neighborhoods character area are several underutilized sites that could potentially be redeveloped to serve the community through a new use and/or increased contributions to the City's tax roll (see map below). When considering redeveloping these sites, it is critical to keep in mind the recommended strategies for residential infill and mixed density residential. Moreover, the residential site design preferences exemplified through the Community Preference Survey should be referenced to encourage new development to reflect the neighborhood vision of community members.



-  Canal
-  Residential
-  Potential Residential Redevelopment Site
-  Water
-  City Park
-  Road
-  Lockport City School District Property

1. Eastern Niagara Hospital Site

The Eastern Niagara Hospital currently has plans to move outside of the City of Lockport, leaving behind a vacant facility with enormous redevelopment potential. Due to the location and structures on the site, there has been interest in utilizing the site for multi-family housing. In order to encourage redevelopment of the site, the City may need to consider regulatory updates to allow for reuse of the property.



2. Vacant Lot North of Remick Pkwy

The vacant lot to the north of Remick Pkwy is located in the midst of a mixed density residential neighborhood and already has a parking lot, making it an attractive spot for redevelopment. This space would be well-suited for either a neighborhood park or additional residential housing that compliments the existing mixed density character (i.e. has 1-3 units per building). Maintaining a portion of this property as public open space would also be beneficial, as there is a stream on site and the closest park, Kibler Park, is over a half mile walk. Prior to development, the NYS DEC should be consulted to understand the potential brownfield status of the site.

NEIGHBORHOODS

3. Tudor Ln Open Space

The open space between Tudor Ln and Park Ln Cir was originally intended for multi-family housing, as seen by the single apartment structure at 501 Park Ln Cir. The opportunity to continue redeveloping this site for multi-family housing (e.g. 3 or more units per building) still exists, however, considerations for protecting the nearby floodplains should be made. In alignment with the findings from the CPS, new multi-family housing should be encouraged to incorporate design features that reflect single-family housing.



4. Open Space North of Berkley Dr

The four lots to the north of Berkley Dr are in an ideal location for new residential housing, especially for young families, as they are located within walking distance of two schools. In keeping with the surrounding neighborhood development pattern, single- and two-family housing would likely be the most appropriate here. These four lots currently do not have access to public water and sewer, though, so providing connections to existing water and sewer systems will be critical to encouraging the redevelopment of these vacant properties.

5. Lockport Presbyterian Home Site

The Lockport Presbyterian Home, an assisting living facility at 327 High St, closed in 2022. In the short-term, this site could be well-suited for a multi-family residential use, such as an apartment complex. It already has both on site parking and open space which could benefit residents and the layout of the existing building would translate well to multifamily development. Additionally, the site is located in the midst of a higher density neighborhood in proximity to both schools and downtown.

6. Redevelop the Former Lockport Infirmary

The Lockport Infirmary is surrounded by a residential neighborhood to the west and open space to the east. Due to the structures on the site and availability of public water and sewer, there has been interest in redeveloping this site for residential use. Two potential opportunities could include multifamily residential of 3 or more units per buildings (with appropriate zoning regulations/approvals) or subdividing the lot for additional single-family housing. To determine the ideal scale of residential development at this location, additional public input may be solicited along with a development feasibility study for the property.

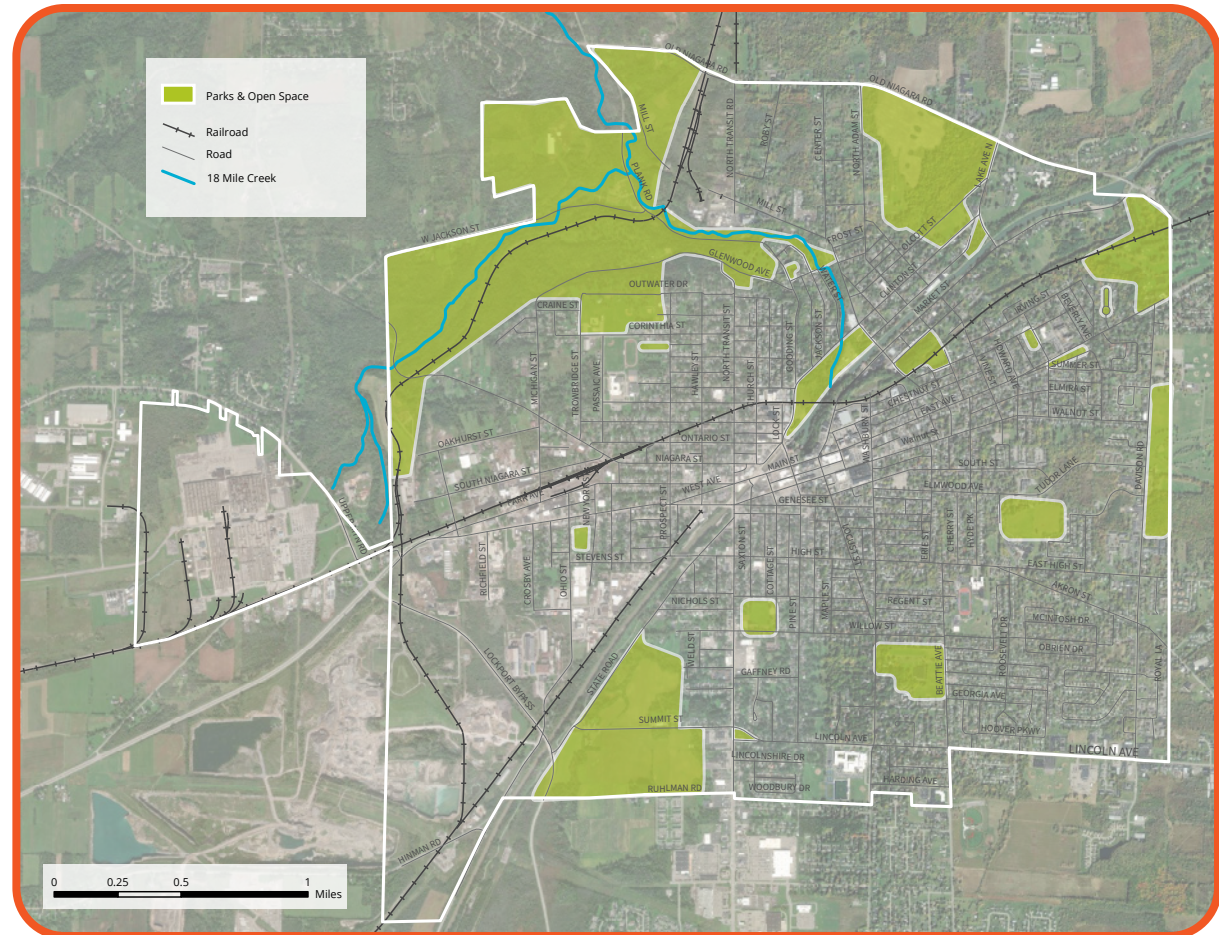




PARKS & OPEN SPACE

The City of Lockport has a legacy of balancing open space with development and successfully preserving parkland for community use. Overall, the City's park system consists of 20 park locations, ranging from small neighborhood parks to linear waterfront parks, to large nature preserves, each outfitted with unique recreational facilities. Almost all locations within the City are within an accessible distance to a park, with Kantor being the only one of five wards without a park. Contributing to the City's open space network is its seven agricultural properties, which are located in the northeast and southwest portions of the City.

Trails link many of the City's park, open space, and other resources. NYS Bike Routes 5 and 517 connect travelers to Buffalo, Rochester, and Niagara Falls via East Ave, Main St, West Ave, and S Transit Rd. The Empire State Trail, for the most part, runs through the City alongside the Erie Canal, and is a major regional and statewide attraction.





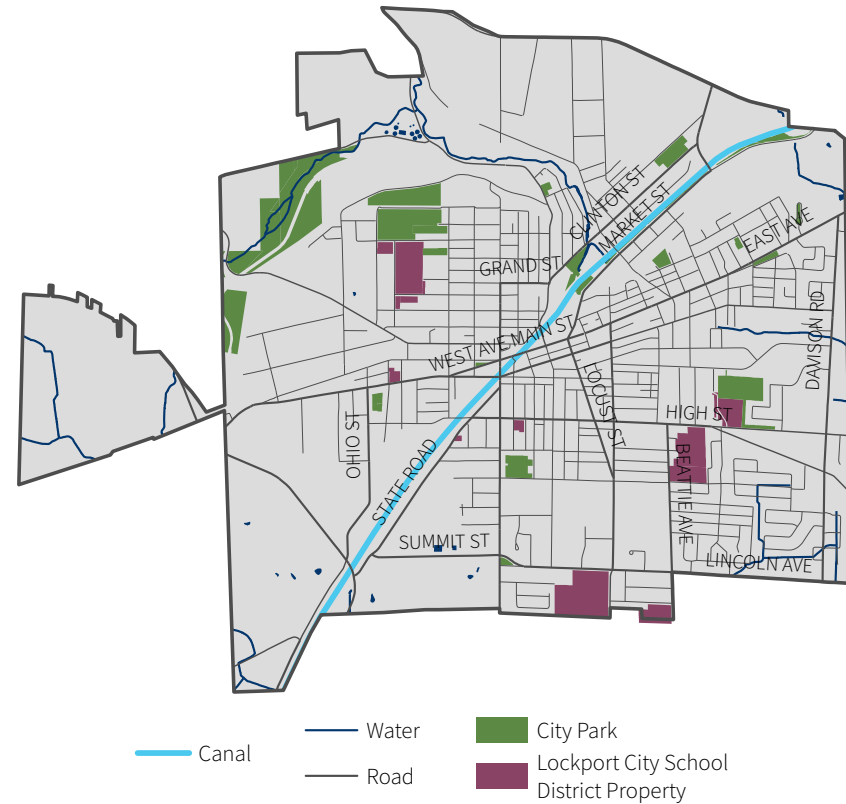
GOALS

1. Maintain existing parks and enhance them with additional programming and recreational facilities.
2. Protect key open space areas from future development, particularly in the northern parts of the City.
3. Continue to expand on-and off-street multi-modal connections between parks, open spaces, neighborhoods, and commercial areas.
4. Support existing agricultural operations to maintain their viability.

Enhancing Park Access & Connectivity

KIBLER PARK & EIGHTEEN MILE CREEK OPEN SPACE TRADE-OFF

Kibler Park is located adjacent to Roy B Kelley Elementary School on E High St. Interest in transferring ownership of this Park to the Lockport City School District has been discussed in the past, however, was infeasible due to the City’s policy of acquiring public space of equal or greater size when rescinding ownership of public land. However, in recent years, a portion of land along Eighteen Mile Creek has been being remediated, and is expected to soon be suitable for public access. It is recommended that the City consider dedicating the remediated land along Eighteen Mile Creek for public use, while transferring ownership of Kibler Park to the Lockport City School District.



PUBLIC USE OF LOCKPORT CITY SCHOOL DISTRICT OPEN SPACE

Much of the City’s overall open space consists of sports fields and playground areas under ownership of the Lockport City School District. These open spaces and recreational assets are not open to the public, even when school is not in session. The City of Lockport may seek out an agreement with the Lockport City School District to ensure that school yards are opened for public use on an appropriate schedule. This type of partnership would further expand the overall community’s access to natural spaces and recreational resources.

PARKS & TRAILS COMMITTEE

To assist with the planning and implementation of park and trail improvements, it is recommended that a Parks & Trails Committee be convened. This group could consist of a selection of local officials and staff, residents, business owners, and community leaders who are committed to enhancing active transportation and outdoor recreation opportunities for City residents and visitors. Two key objectives of this Committee would be the development of a Parks Master Plan and the mapping of a City-wide trails network.

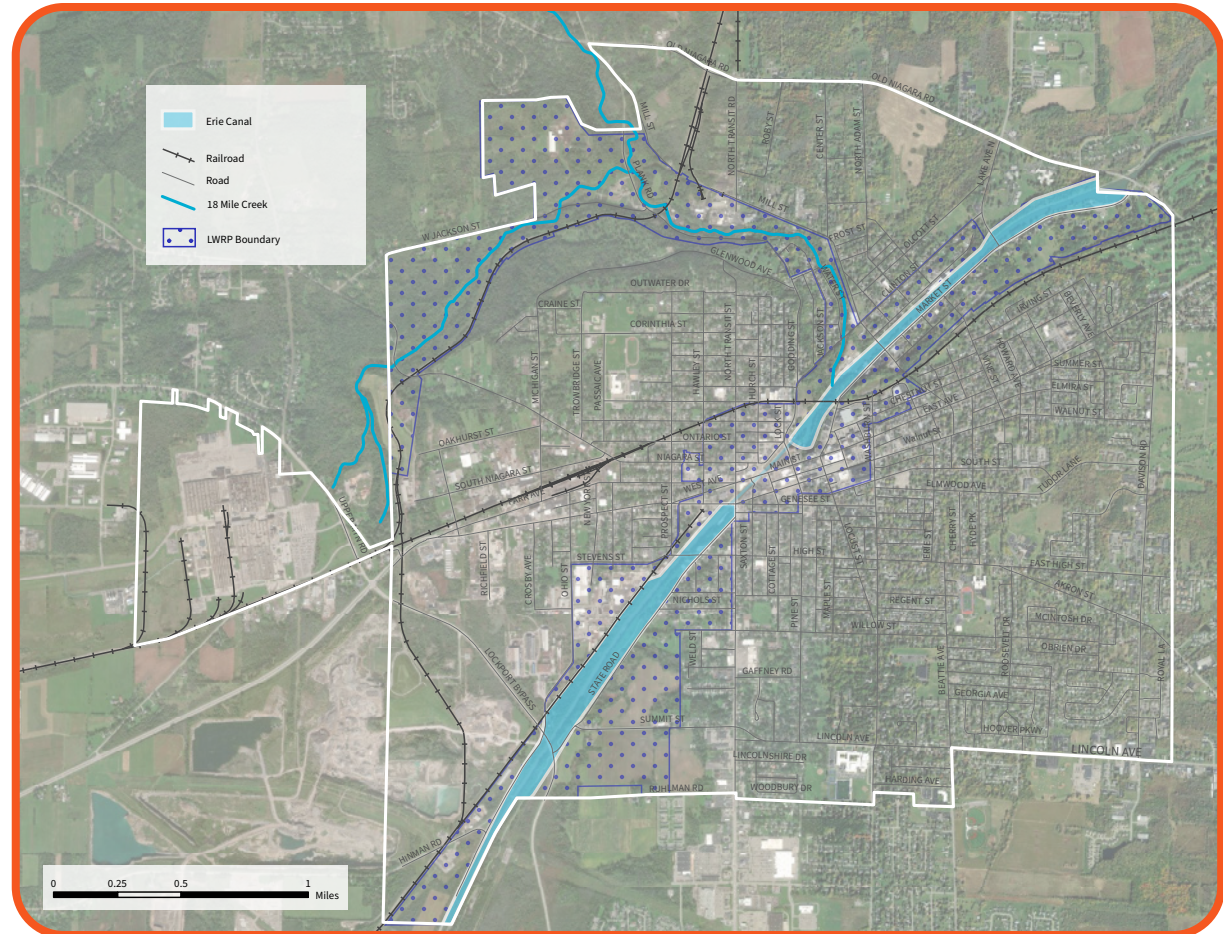


ERIE CANAL CORRIDOR

The Erie Canal is the lifeblood of Lockport; facilitating the historic growth and success of the City and defining community character. Still today, the Canal acts as a tourism draw and essential community asset.

It is the intent of the City to celebrate and continue to enhance the Canal as a destination and an economic catalyst for the community. Spaces for community members and tourists to interact with and recreate along the Canal should be increased and enhanced. Canalside development should maximize viewsheds of the Canal, and create unique entertainment, retail, and housing opportunities.

In addition to public access to the canal corridor, desirable uses in the canalfont areas include entertainment and retail operations, water-related businesses, lodging accommodations, a mix of housing, and dining establishments.





GOALS

1. Celebrate and continue to enhance the Canal as a destination and an economic catalyst for the community.
2. Maintain public access for residents and tourists along the Canal.
3. Preserve undeveloped lands and viewsheds along the canal-front .
4. Foster unique entertainment, retail, and housing opportunities in developed areas along the Canal.

Design Context & Place-Making Elements

PRESERVE CANAL VIEWSHEDS

In order to maximize the public benefit of the presence of the Erie Canal, future development should be conducted in such a manner that does not detract from the visual and physical access to the waterway to the extent practicable. Buildings should be oriented towards the canalfront primarily, but also consider the facade of the building facing the streetfront. Pedestrian access should be created between the streetfront and the canal front. Building heights should be limited to three stories, and shared parking areas should be out of the canal viewshed and appropriately landscaped and screened. Outdoor gathering spaces along the canal should be encouraged, as well.

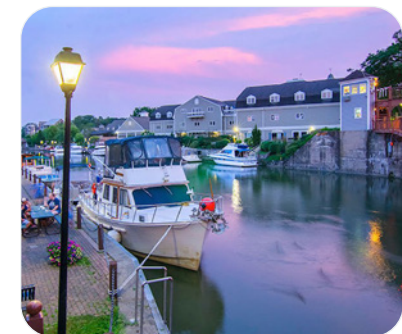
MAINTAIN AND INCREASE PUBLIC ACCESS

Currently, the Erie Canalway Trail, a segment of the state-wide Empire State Trail, follows the canal corridor throughout Lockport. From the southwest corner of the City to the Stevens Street Bridge, an off-road asphalt path follows the canal corridor, providing dedicated pedestrian and bicyclist access to the canal. The trail then utilizes the road network in the City, following Stevens Street, Prospect Street, and Niagara Street. The trail then becomes an off-road stone dust trail between downtown and the City's edge at Cold Springs Road. This is an exemplary active recreation opportunity within the City, which draws visitors from across the State and beyond. To complement and support this amenity, opportunities for passive recreation along the canal should be explored, such as the Lockport Harbor concept explored during the DRI process.

ENCOURAGE WATER-ENHANCED DEVELOPMENT

Future development within the canal corridor should capitalize on the heritage of Erie Canal. In order to accomplish this, the City should support development that provides visual or physical connections to the waterway, such as restaurants, lodging, and recreational rental facilities. These water-enhanced uses can be supported by non-water dependent uses to enhance the overall activity within the canal corridor and to help generate income for landowners, but such uses should not detract from the overall waterfront character of the area. For instance, ground-level space could be used for dining or an event space, while the upper level space is leasable office space or residential units.

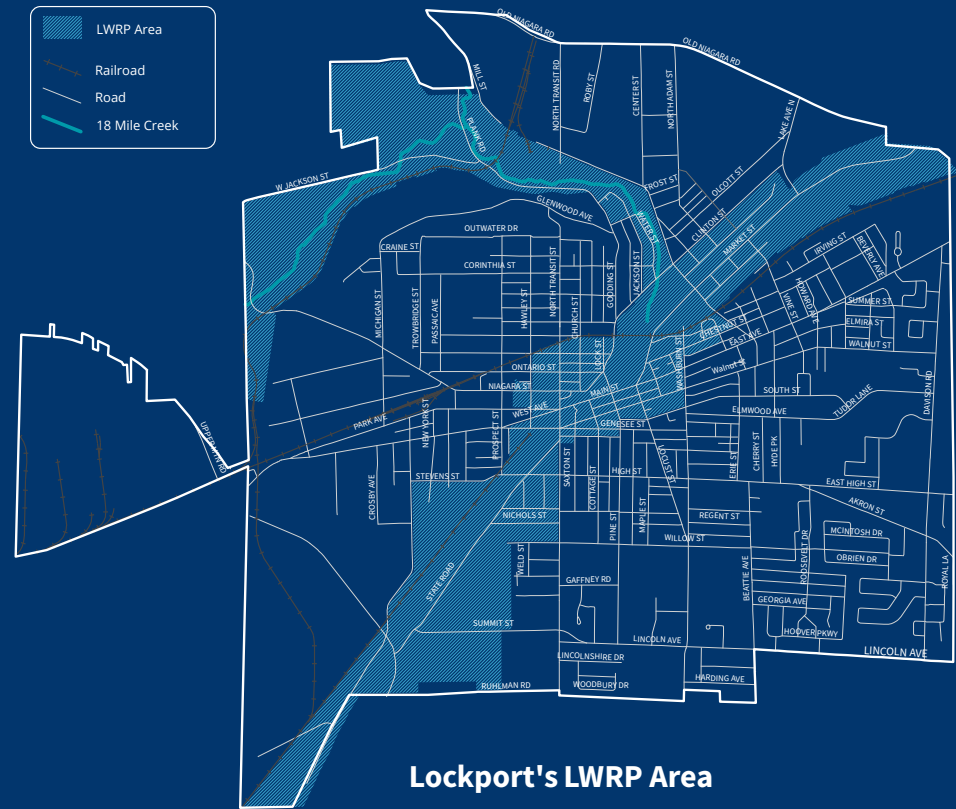
WATERFRONT DEVELOPMENT DESIGN TYPOLOGIES



LOCKPORT'S LOCAL WATERFRONT REVITALIZATION PROGRAM

Developed in 2010, Lockport's Local Waterfront Revitalization Program (LWRP) establishes a planning framework for future public and private investment along the City's waterfront. While never adopted, this planning effort established a series of policies and projects for revitalizing the underutilized and deteriorated areas along the waterfront and fostering an economically vibrant, healthy, and safe environment for residents and visitors to enjoy. Below are some of the projects along the Canal identified during the development of the LWRP:

- Richmond Block Gateway/Lockport Historic Canal Park.** The City identified the property at the southwest corner of Church Street and Richmond Avenue as a potential location for a park.
- Holley Edison Electric Building / Area Behind Old City Hall.** The area behind Old City Hall, including the overlook area that was constructed atop the former Electric Building, should be improved for public use. In addition, the adaptive reuse of the building itself should be examined.
- Scalzo Park Public Access Improvements.** This project proposed selective trimming and clearing of vegetation at Scalzo Park to improve views of the canal, and enhancing the pathway between the park and Locks 34 and 35.
- Widewaters Marina Improvements.** The marina is a gateway into the City, and should be improved to attract tourists and provide recreational opportunities for residents.
- Upton Park Improvements.** A master plan should be prepared for this site to develop an improved design to gain more public benefit from this site. In addition to improving site access and parking, this facility could provide more amenities for resident and visitors alike.





Conclusion



Erie Canal Locks at Lockport, N. Y.
www.eriecanal.org

A Community-Driven Planning Process

The elements of this Comprehensive Plan were developed with the help of City officials and staff, as well as the volunteer members of the Comprehensive Plan Update Steering Committee. It was important to the City to solicit input from the general public as well throughout the Comprehensive Planning process, as it is intended to represent the values of the community as a whole. Although the Plan may not specifically address the concerns or desires of every resident, the document attempts to understand and tie together the varying opinions of the community in a way that embodies the broader public majority.

The City's Comprehensive Plan is also a document that reflects on the history of Lockport, and its strong desire to maintain and enhance our character while fostering prosperity and growth. The intent of the Comprehensive Plan is not to simply preserve our past or prescribe change, but to enrich the fabric and culture of the City that continues to be at the core of our community's values today. As a result, the Plan utilizes both the historical and existing context of our City in an attempt to provide for both current and future populations.

MOVING FORWARD

Adoption of this Comprehensive Plan is only the first step in the implementation process. Continuing action by City decision-makers, community leaders, and partners to implement the plan will be necessary to have a lasting impact. The implementation of this Plan was designed to occur at many levels. While the City will endeavor to undertake some of the action items as part of its governmental practice, cooperation and collaboration with the private sector, school districts, and neighboring communities will be necessary to achieve many of our shared goals.

It should also be acknowledged that while all of the objectives contained within the Plan are considered important to the City, they cannot be accomplished simultaneously. Rather, implementation will include both short-term and long-term actions staged over a period of years, dependent upon their respective time and monetary requirements.

With the formal adoption of the Comprehensive Plan, it is the City's hope that our community will collectively take the next step towards embracing and implementing this Plan for the betterment of all residents and stakeholders within Lockport for years to come.