

# ERIE WATERFRONT MASTER PLAN SUMMARY REPORT

ERIE-WESTERN PENNSYLVANIA  
PORT AUTHORITY  
ERIE, PENNSYLVANIA

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## Introduction

A working port, a tourist destination, a beautiful view, a historical and cultural treasure, a fisherman and boater's dream—all of these qualities make the Erie Waterfront (the Port) a unique and valuable asset to the people of Erie. The Erie-Western Pennsylvania Port Authority (the Port Authority) has been instrumental in cultivating the Waterfront, or as it is often called, the Bayfront, in a way that allows citizens to benefit from all it has to offer while functioning as a working Port. To this end, the Port Authority is involved in a wide range of projects from industrial development and infrastructure construction to parkland preservation and promotion of tourism. These projects support their mission to "promote industrial, commercial and recreational opportunities for the citizens of Pennsylvania on Presque Isle Bay and adjacent waters." The Waterfront Master Plan will serve as a guide to outline the projects that the Port Authority and the Erie community have chosen as the top priorities for future development of the Erie Bayfront.

## Project Overview

Historically, the Port of Erie had always been a major source of income to the city due to Erie's strategic location along the lakeshore and at the northern terminus of the Erie Extension Canal, relying on fishing, boat building and cargo shipping. As the attitude about the Port began to change over the years, and with the relocation of the industrial 'working port' to the east, along with the interest in public access and recreational use of the Bayfront growing, the Port Authority embarked on a planning process in 1988 to provide a vision for the Bayfront as the new millennium was approaching. The result was the 1988 Bayfront Recreation Master Plan. Around the same time, another project was underway that would forever change how the Erie Bayfront was perceived and that would open up opportunities before not available.

In 1989, construction of the Bayfront Parkway had begun with final completion from Interstate 79 to State Street on the Bayfront around 1993. The public's desire for more public, civic and entertainment opportunities

were expressed in the 1988 Master Plan and the Parkway provided the needed access to the Bayfront that would allow this transformation to occur. During this time, the Port had begun the process of shifting the 'working port' and industrial-related functions to the east end of the Bayfront. In addition to opening up the Bayfront for community-based development, this new location had an economic benefit by shifting the deep-water shipping activities closer to the mouth of Presque Isle Bay, thereby decreasing the length and amount of dredging required for this shortened shipping channel.

Since the last master plan was developed in 1988, many changes have occurred on the Bayfront. Most recently, the construction of the Erie Bayfront Convention Center and the Sheraton Hotel have altered the face of the Bayfront and how it will function in the years to come. A few years before, the construction of the Blasco Library and the Erie Maritime Museum brought the public to the Bayfront on a regular basis. The recent closing of the former GAF manufacturing plant has opened up a wealth of opportunities for the

future of the Bayfront.

With all of these changes in mind, the Port Authority commissioned an updated Waterfront Master Plan. This comprehensive plan addresses all the functional aspects of the Ports' operation as well as its relation to the City of Erie and neighboring properties. Though focused mainly on the Bayfront area from Niagara Pier on the west to the Land Lighthouse on the east, including the bluff area south of the Bayfront Parkway, the plan also addresses several issues further west along the Parkway to West Sixth Street. *The Master Plan documents the existing status of the land, presents locations for potential opportunities and outlines a clear vision for development on the Erie Waterfront over the next 10 years.*



Past



Present

## Public Involvement

The Waterfront Master Plan process was a collaborative effort that included input from the community through a variety of means. The Study Committee provided feedback and guidance throughout the process. A series of Key Person interviews added information and critical data and community input was gathered through public meetings where ideas were presented and comments welcomed.

The Port Authority appointed a committee of fourteen stakeholders as their Study Committee for the project. The Committee members included local business owners, development agencies, neighborhood representatives, environmental organizations, realtors, local residents, and city, county and state representatives, as well as members of the Port Authority Advisory Committee. The Study Committee met five times over the course of the project to provide feedback as the plan progressed. At the beginning of the process, an initial work session gathered the committee's ideas regarding the future of the Bayfront. At this meeting, each Study Committee member was given a questionnaire and asked to share their thoughts on the past, present, and future of the Bayfront. This questionnaire and the committee's comments can be found in the appendix. An updated survey and existing conditions map was presented at this meeting and

provided the starting point for the planning process. Subsequent meetings included presentations by the consultant and were followed by question and comment sessions. Study Committee members were also invited to attend both public meetings.

A series of key person interviews were conducted by the planning team to collect information critical to the master planning process. Interviewees were members of the local community who had expertise relative to the local neighborhoods, the business community, local and state government, the Bayfront and the Master Planning process. They included local designers, traffic engineers, business owners, business representatives, neighborhood groups, community organizations and environmentalists, to name a few. Notes from the key person interviews can be found in the appendix at the end of this report.

The entire Erie community was invited to review the plans at two key points in the process. The two public meetings were held at the concept design stage and the final master plan draft stage of the process. The meetings were advertised extensively through newspaper notices, flyers, e-mails and connection with local neighborhood groups. In addition, the presentations were placed on the Port Authority's website for review and

comment. Input from the community was solicited via verbal feedback at these meetings, written comments, and a website that displayed the plans with a feedback mechanism. Copies of the final draft presentation with pages soliciting comments were posted at the library for public review. Both public meetings were covered extensively by the local media where the consultant was interviewed by several television stations and news organizations. The interviews and stories appeared on local news programs, in local paper articles, and on Blog sites. Several of these stories can be found in the appendix.

The planning team also held a public meeting with the local community business organization, the Erie Regional Chamber and Growth Partnership. The meeting with this organization provided a means to update the business community on the plans for the Bayfront. The planning team presented the ideas provided to the community a month earlier and answered questions and took comments from those in attendance. The meeting notes from this meeting can be found in the appendix



# Existing Conditions

## LOCATION

The City of Erie, Pennsylvania and the Port of Erie are located on the southeast shore of Lake Erie in the natural bay formed by the Presque Isle peninsula. The Port of Erie is the water-side front door to the city and as some say, it is the 'Jewel of the City'. The City of Erie was founded in 1795 and the location on Presque Isle Bay was a key reason for the development of the City. It is the 4th largest city in Pennsylvania with an approximate population of 103,000 people according to the 2000 census. The City of Erie is Pennsylvania's only lake port city. The project area on the Bayfront is comprised of approximately 600 acres and extends over three miles along the waterfront.

## NATURAL ENVIRONMENT

### Climate

The configuration of the Presque Isle Bay creates a microclimate that exists along the Erie Bayfront. Presque Isle is the natural buffer that protects the bay from the storms that blow in from Lake Erie. The wave action is significantly reduced within the harbor making it an ideal natural shipping port. Nevertheless, winds from the lake blow forcefully along the Bayfront in the winter, creating a much different atmosphere than is found on a warm sunny day in the summer.

### Shoreline

The lakeshore itself creates a variety of interfaces between the land and water. To the far west is a natural wetland edge. Bulkheads and riprap stone are the predominant conditions in the more developed central section of the Bayfront from Niagara Pier to the shipyard east of Holland Street. Much of the east side industrial area on the Bayfront including the side facing Lake Erie has natural shoreline edges with stone riprap in several areas. Bulkheads and stone riprap edges can be found at Monteforte Terminal and the Lampe Marina.

### Topography and Vegetation

A steep bluff rises above the waterfront, south of the Bayfront Parkway. The bluff ranges in height from nearly 70 feet on the west, to on-grade with the Bayfront near the eastern end at Wallace Street. Much of the bluff face is steep, inaccessible and overgrown by invasive plant species. Yet, the Promenade Trail with scenic overlooks passes along its rim, providing recreation and views of the Bay for city residents. Other more heavily vegetated areas on the waterfront are limited to the natural areas where streams outlet into the Bay at the Cascade wetland area to the west and at Millcreek Channel and Garrison Run near the Wastewater Treatment Plant and the Monteforte International Shipping Terminal to the East.

### BAYFRONT LAND USE

Land use within the Bayfront project area varies widely and encompasses dedicated parklands, a residential condominium neighborhood, retail and commercial areas, public and private boat docks and launches, light industrial operations, educational institutions, industrial and port-related activities, city utility facilities and vacant, under-utilized land. The majority of Bayfront property is located in the Waterfront Residential and Commercial zoning districts, while much of the eastern property is zoned Waterfront Manufacturing.

Development in the Waterfront District requires the review and recommendations by the Design Review Committee, Planning Commission and City Council approval. The Design Review Committee reviews proposed modifications to existing structures or proposed new structures. In addition, the zoning code requires that a free

public access way must be an essential component of all development in all Waterfront Districts and states that "...every proposed site development that has access to the Bayfront's water's edge shall show on the plans a proposed free public access way, abutting and parallel to the water's edge." The code defines a free public access way as, "a constructed passage located within a Waterfront District designed for use by the general public for such activities as walking, jogging, fishing, etc., and made available for the public's use during daylight hours, and as mandated by City Council." (City of Erie Zoning Ordinance 80-2005 Section 306.10) The public access way shall be not less than 12 feet in width, be constructed of an aesthetically pleasing hard surface material, be handicap accessible and have north to south access to the City right-of-way at maximum intervals of 760 feet.



Existing Land Use Plan

Waterfront District zoning requirements also regulate the design 'look' of structures or landscapes proposed on the Bayfront. These requirements can be found in the City of Erie Zoning Ordinance 80-2005, Waterfront Conditional Use Requirements, Section 306 Conditional Uses-Waterfront District. The regulations are an attempt to control the aesthetic character and visual compatibility of development on the Bayfront but they are often vague and difficult to enforce.

PARKLANDS

Although the Bayfront is dominated in several areas by industrial and commercial enterprises, many of the recreational or natural elements outlined in the 1988 Recreation Plan have been developed and preserved. The parks, recreation and natural areas provide amenities such as boat and fishing access, playgrounds, amphitheater/concert venues, open field play areas, campgrounds and nature study areas. The parkland areas along with associated trail areas can be seen as green in the Existing Land Use Plan on the previous page.

Cascade Creek wetland, at the mouth of Cascade Creek, is one of the more natural areas that have been preserved along the Bayfront. The natural delta that has formed at this outlet provides a glimpse of the Bayfront as it might have

appeared before the development of the Port and City of Erie. Yet access is limited to animal trails that are accessed from a deteriorated bridge across the creek.

Liberty Park is a beloved Bayfront amenity that is enjoyed by all ages of residents from Erie and the surrounding communities. In addition to its popular amphitheater, the park also boasts a maritime-themed playground and unobstructed views to Presque Isle Bay. Residents from the City of Erie and surrounding neighborhoods and communities enjoy the park on a daily basis and flock to an impressive array of summer events including the well-known free Tuesday concerts. The park is somewhat hidden behind a large fenced in boat storage lot that is filled with boats throughout the summer boating season.



*Liberty Park*

The Chestnut Street Public Boat House and Launch is nestled next to the Erie Waterworks complex at the foot of Chestnut Street. The boat launch was developed by the City of Erie in 1981 to provide the public with boat access to the bay. The boathouse is a historic

structure dating back to 1910 when it housed an Erie-built Lund workboat for the Water Works. In 2006 the Erie Port Authority, with assistance from the Coastal Zone Management program, and the Pennsylvania Historical and Museum Commission, completed a restoration of the structure. It now houses a vendor that rents water-sport related equipment such as jet-skis, motorboats, kayaks and bicycles. Located on either side of the boat house are two public boat launches and an adjacent parking area for cars and boat trailers.



*Bayfront Overlook Park*

The Bayfront Overlook Park is located on the bluff south of the Bayfront Parkway. The Port Authority acquired this property from the Commonwealth of Pennsylvania in 2002 after completing a master site plan outlining the development of a linear park along the bluff. To date, development of the park consists of the Promenade Trail and a few overlook seating areas. The remainder of the plan has yet to be realized. Presently, though the bluff property is owned by the Port Authority, the City of Erie owns the trail and is responsible for maintenance.

Increased responsibilities and lack of staffing in the City Parks Department has led to poor maintenance of this valuable community resource.

The Anthony Wayne Blockhouse is on the original site of the French Fort Presque Isle and is a replica of the blockhouse where General "Mad Anthony" Wayne died in the 1790's. This replica was constructed in the late 1880's after the original burnt to the ground. The site is owned by the Commonwealth of Pennsylvania and is the site of private tours by the Erie County Historical Society. The blockhouse is a piece of Erie history that is not easily accessible to the public.



*Anthony Wayne Blockhouse*



*Lampe Park*

Lampe Park is a lakefront campground and park area that sits isolated at the eastern end of the Bayfront at the

mouth of Presque Isle Bay. Access to the park is via Ore Dock Road and an extension of the Bayfront Bikeway that follows the road. The park has hook-ups for 54 recreation vehicles, a bathhouse, a marina with 252 slips and a boat lift. A Confined Disposal Facility is located nearby where material from the shipping channel dredging is placed.



*East Avenue Boat Launch*

The East Avenue Boat Launch is a fully accessible public boat launch facility located at the foot of East Avenue. A small bait stand and a large gravel area provide ample trailer parking space for boaters, fisherman and sightseers. Both Lampe Marina and the East Avenue facility provide boat launch access directly to Lake Erie and outside of the protection of the bay.

The Land Lighthouse, located at the far eastern end of the Bayfront, is a historically significant site on the Erie Waterfront. The original lighthouse was constructed on this site in 1813 and was one of the first on Lake Erie. The current lighthouse is the third on the site and dates to 1867. Land lighthouses are atypical since most were built on the

water, making the Erie Land Lighthouse even more significant. Near to the lighthouse is a small playground and picnic pavilion. Several years ago, the lighthouse was restored but has since fallen into disrepair. Though owned by the City of Erie, the Port Authority developed a master site plan for the restoration of the lighthouse, the surrounding grounds and the lighthouse keeper’s house.



*Land Lighthouse*



## RESIDENTIAL DEVELOPMENT

Presently, residential development on the Bayfront is limited to one condominium development and an assisted living facility. Both are located on or near Niagara Pier at the western end of the Bayfront. The Niagara Pier condominiums extend the length of the Pier into Presque Isle Bay and take full advantage of the waterfront view. The condominium complex is built out and all units have been sold. Sunrise at Presque Isle Bay is an assisted living facility for seniors located at Niagara Pier on the Bayfront Parkway.



*Niagara Pier & Sunrise*



*Cruise Boat & Intermodal Terminals*

## COMMERCIAL AND LIGHT INDUSTRIAL

Commercial and light industrial enterprises are distributed across the Bayfront. Business include private marinas, restaurants, boat repair facilities, retail shops and attractions, fishing charter boats, ferry service, boat and bike rentals and several light industrial warehouse and shipping facilities off of Ore Dock Road. Also included in this list are the Erie Convention Center and the nearby Sheraton Hotel. These facilities and most of the tourist-based businesses are located around Dobbins Landing. The Erie Intermodal Transportation Center is located on the Bayfront Parkway at Holland Street and houses the Metropolitan Transit Authority's Headquarters, the Greyhound Bus Station and the Port Authority offices. A cruise boat terminal is located at the foot of Holland Street Pier. It is planned to provide a port of entry location for ferry service on the Great Lakes.



*Convention Center & Sheraton Hotel*

PUBLIC WORKS

The Bayfront is also home to Erie Water Works and the Erie Wastewater Treatment Plant. The Water Works is located just west of the Convention Center. This historic and well-maintained complex of brick structures are a landmark on the Bayfront. The wastewater treatment facility is located on the east end of the Bayfront and north of the Bayfront Parkway between Ore Dock Road and the Port Access Road. A heavily treed perimeter has begun to screen much of this city utility from public view. Both facilities are critical city utilities and will remain at their present locations for years to come.



*Erie Waterworks*



*Erie Wastewater Treatment Facility*

EDUCATIONAL AND INSTITUTIONAL FACILITIES

Erie’s Bayfront boasts the Bayfront Center for Maritime Studies (BCMS)

and the Erie Maritime Museum. BCMS is a community-based educational organization that provides maritime-themed educations and vocational opportunities for area youths and adults through sailing, boat building, navigational study and environmental education. They use the waters of the East Canal Basin and Presque Isle Bay to test its new craft and train sailors. The neighboring Maritime Museum is the home of the reconstructed Brig Niagara, commodore Perry’s flagship during the Battle of Lake Erie in the War of 1812. Connected to the Maritime Museum is the Raymond Blasco MD Memorial Library, the City of Erie’s public lending library. These well-designed civic-focused facilities are a visual asset to the Bayfront and draw an increased number of people to the Canal Basin area.



*Bayfront Center for Maritime Studies*



*Maritime Museum & R.B. Memorial Library*

#### INDUSTRIAL AND SHIPPING

The industrial and shipping facilities that are the Port's economic mainstay are focused on the eastern side of the Bayfront. The Erie Coke Plant is located at the far eastern end of the Bayfront. Also located on or around the eastern Bayfront are the 'working Port' functions including the Monteforte International Shipping Terminal, Erie Sand and Gravel and the Erie Shipbuilding LLC. These companies represent the economic base of the Port's operations and their somewhat consolidated location on the eastern Bayfront, removes them from most recreational and commercial areas of the Bayfront, freeing up the central area for visually pleasing recreational and tourist-oriented facilities and enterprises.

#### UNOCCUPIED AND UNDER-UTILIZED LAND

Several properties in key locations along the Bayfront are vacant, unoccupied and under utilized. Many are clustered in the central portion of the Bayfront near the Dobbins Landing/ Canal Basin area. Many of these areas are grassy fields or gravel parking and boat storage areas owned by private individuals or companies. In addition, the now closed GAF manufacturing plant is located west of the convention center. Under-utilized natural or historic areas include the Cascade Creek Wetland at the mouth of Cascade Creek and the Anthony Wayne Blockhouse. These areas either lack proper access or proper use of strategically located properties on a growing Bayfront.



*Erie Coke Plant*



*Former GAF Plant*



## BAYFRONT CIRCULATION

The main access to the Bayfront is by boat, by car or by trail and sidewalk. Boat access to marinas, boat docks and boat launches on the Bayfront is via Lake Erie and Presque Isle Bay. The Bayfront Connector Highway and Bayfront Parkway provide vehicular connections from the Bayfront to Interstate 90 and 79. State and Holland Streets provide north/south connections to the City of Erie's downtown street grid. Pedestrian access from downtown is mainly limited to crosswalks at State and Holland streets or east/west along the Bayfront Bikeway Trail that connects to Frontier Park on the west and Port Access Road and along the East Bayfront Parkway to the east. Pedestrian access to the water's edge for fishing and strolling is plentiful along the Bayfront.



*Bayfront Parkway*

Overall, circulation on the Bayfront is dominated by vehicular traffic. The congested, fast-moving Bayfront Parkway runs east to west along the

foot of the bluff that overlooks the Bayfront, separating the downtown and waterfront. The Bayfront Parkway effectively connects I-79 and I-90 through the Bayfront Connector. The Parkway is often traveled by commuters from one side of downtown to the other or to reach the downtown area, rather than the wider 12th Street. Rail lines also run east-west along the Bayfront from the former GAF plant and the Monteforte International Shipping Terminal east to the Bayfront Connector.

The north-south vehicular access to the Bayfront from downtown is mainly from State Street and Holland Streets. Additional critical access points to the Bayfront from the Parkway include the Sassafras Pier connection to the convention center, where there is a traffic light, and the Liberty Pier connection to the existing Park and Ride lot, where there is no traffic light. East-west vehicular traffic utilizes several service drives along the Bayfront. Though these disconnected roadways are essential to reaching parking areas, marinas and other business's and attractions, they are often confusing to all but the regular visitors to the Bayfront.



*Public Access*

Public access to the waterfront, as noted above in the section on zoning, is mandated by the City of Erie's codified ordinance. The ordinance requires free public access ways be an essential part of all waterfront development. This provides the public with access to the water's edge in nearly every area along the Bayfront from sun-up to sun-down.



*Overlook*

The private residential neighborhood on Niagara Pier is the one exception, as is the land dedicated to shipping or heavy industry for reasons of safety.



*Bayfront Trail*

Pedestrian trails and bike paths follow the Bayfront Parkway on the bayside. Neither pedestrian nor vehicular circulation routes have convenient north-south connections between the city and the Bayfront. Pedestrian safety is also a concern between the city and surrounding neighborhoods on the bluff and the Bayfront due to the heavy vehicular use of the Bayfront Parkway and the lack of well-design cross-walks.

## The Planning Process

The process involved in the Erie Waterfront Master Plan development began with familiarization with the Bayfront site and the analysis of conditions observed, keeping in mind the recreational needs of the community and the economic needs of the Port Authority and the City of Erie. This analysis led the development of a list of opportunities and constraints considered to affect the future success of the Bayfront with the above needs in mind. This information was presented to the Study Committee to gain their insight and feedback that would add to this list of critical issues affecting the Bayfront and ideas on potential solutions. This analysis process led to a series of concepts that outlined these solutions. The concepts were organized into land-use and circulation issues and recommendations for the future of the Bayfront. This information was further reviewed and adjusted through meetings with the Study Committee and a presentation to the community at the first of two public meetings. Comments and concerns were gathered from these meetings and reviewed with the Port Authority representatives and the Study Committee. Additional interviews were conducted with persons in the community that could provide further information and ideas that related to the concept ideas and community feedback. The concept options were then synthesized into a

final draft plan that was again presented and reviewed with the Study Committee and the Port Authority through several meetings and finally presented to the community at the second and final public meeting. Insight and comments from this meeting helped craft the final master plan document that is presented in this report. The ideas and recommendations outlined in the process above will be summarized in the analysis and concept sections below to convey the progression of the master plan development. The Waterfront Master Plan section will provide detailed information on the final decisions and outline the future plans and recommendations for the Bayfront.

### SITE ANALYSIS

The process of planning the future vision for the Erie Bayfront began with analysis of the existing conditions including the various land use and circulation patterns in and around the project area along the waterfront. Through this study of the site area and discussions with the members of the community and the study committee, several issues were identified that have influenced the Bayfront in positive and negative ways. The following is a list of the opportunities and constraints on the Bayfront that resulted from this analysis.

#### OPPORTUNITIES

- Abundant Public Waterfront Access
- Generous amounts of Public Spaces
- Well-design Trails / Pedestrian Access
- Industrial / Working Port in Location Remote from Main Bayfront
- Variety of Public and Private Boat Launches
- Wealth of History and Historical Places along Bayfront
- People Draws –convention center, library, museum, BCMS, waterfront

#### CONSTRAINTS

- Physically Disconnected Spaces
- Under-utilized Areas
- Limited East-West Connections on Bayfront
- Lack of Connections from Bayfront to Downtown and Neighborhoods
- Bayfront Parkway has 'Highway' feel
- Minimal Commercial, Retail and Housing Options

The Existing Land-Use Analysis Plan on the following page, provides a graphic illustration of the above issues, followed by a detailed explanation that provides insight into how these issues affect the present and future development of the Bayfront.

The Port Authority and the community have created a vibrant, community-friendly environment along the Bayfront in many areas. Public access is plentiful along the water's edge and improvements for the public

use of the waterfront walks and piers are continually being made. Liberty Park, Chestnut Street Boat Launch, Dobbins Landing and Lampe Marina provide generous and varied spaces for public recreation, water edge access and gathering areas.

A variety of public and civic venues can be found along the Bayfront that draw the local community and tourist to the area including the public library, the Maritime Museum, Bicentennial Tower, a boat building and sailing school and even the beauty of the convention center. Pedestrian access via trails and walkways with generous landscaping can be found throughout the Bayfront, providing the public access to many of the facilities and areas listed above. Marinas and other waterfront activities are available along the length of the Bayfront, providing private and public access to the water's of Presque Isle Bay.

In addition to all of the new civic, recreational and commercial areas and facilities that have been develop over the past 15 plus years since the construction of the Bayfront Parkway, the wealth of history that has occurred on the Erie Bayfront provides a sense of character to the area that will interest locals and tourist alike. Much of this history is evident in historic structures, such as the Anthony Wayne Blockhouse and the Land Lighthouse or is interpreted

though signage on the Bayfront, along the Promenade Trail or from the old structures and buildings that still exist on the Bayfront. Many of these old structures may be redeveloped in the future to preserve a piece of history such as several of the former GAF manufacturing buildings.

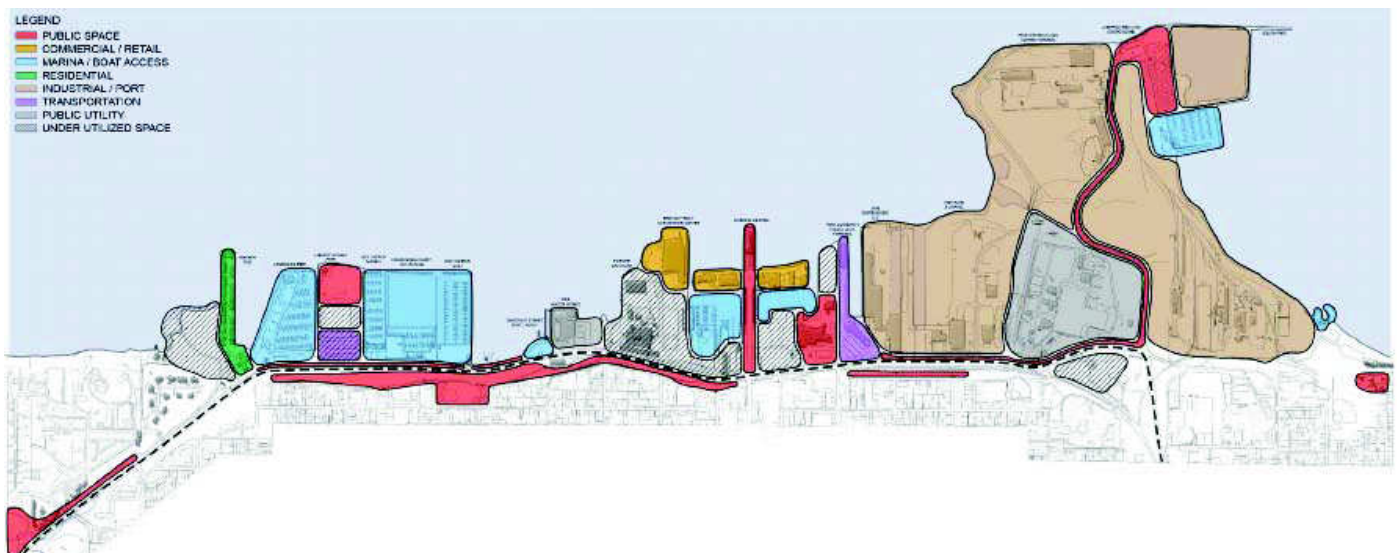
Yet with the great strides that have been made on the Bayfront over the last several years, there are many issues to be resolved and opportunities to take advantage of for the area to improve for the community benefit and to realize the potential economic benefits to the Port and the City.

Many of the well used public, civic and recreational spaces and facilities along the Bayfront are difficult to reach or are disconnected from other areas. This inhibits visitors from taking advantage of all of the resources on

the Bayfront. Many new visitors to the area may not be aware that some areas or facilities exist. The Central Bayfront area that suffers most from this lack of connectivity is around the Canal Basin. This is that area surrounding State Street; the central access spine from downtown Erie to the Bayfront. East to west connections to either side of State Street are poorly designed and confusing at best.

Often contributing to this lack of connection are the several under-utilized or under-developed areas along the Bayfront. Lacking development also means they lack proper pedestrian and even vehicular circulation options through the sites, creating a separation between more heavily used areas on the Bayfront.

The undeveloped parcels also limit the economic potential of the Bayfront.



Existing Land Use Analysis



The vacant land near the Canal Basin east of State Street and near the cruise boat terminal are privately owned parcels that hold unlimited potential for future development on the Bayfront. This is especially true from the perspective many community members have that this area around Dobbins Landing is the core of the Bayfront.

Another under-utilized land area that will have a major impact on the future of the Bayfront is the former GAF manufacturing plant. The location of this recently closed facility and its close proximity to the newly constructed Erie Convention Center makes it an important component to the economic future of the Bayfront. Development of these under-utilized and vacant properties provide space for expanding the limited commercial, retail and housing options on the Bayfront. While it is critical that these areas be evaluated for their economic potential, they must also be designed to provide pedestrian access and public gathering spaces that add to the interest and vitality of any waterfront development.

Pedestrian access to the Bayfront from the nearby densely populated neighborhoods and the downtown area is an issue critical to the future of the Bayfront. The Bayfront Parkway and the bluff to the south limit access to and from the Bayfront and the downtown area. Easy access to the Bayfront would

be a catalyst for bringing development to the area. With the location of the convention center on the Bayfront, this north-south connection is even more important for the success of this venue and the economic benefit to city by allowing convention attendees access to the downtown business district. The key issue is the lack of well-designed physical connections across the Bayfront and up the bluff. In addition traffic congestion and speed on the Parkway limits access. This roadway now functions as an east to west commuter link. This is the description of a highway or major collector route rather than a parkway. Solutions must be found to make the Bayfront Parkway look and function more as a parkway that funnels people and cars to destinations on the Bayfront.

The above analysis of the existing site condition in and around the Bayfront led to a series of concept ideas that attempted to solve many of the constraints to the future of the Bayfront and to build upon the strengths of the opportunities presented. The following is a summary of these concepts that led to the development of the master plan recommendations.

CONCEPT IDEAS.

A pattern that arose from the above analysis and the identification of opportunities and constraints on the Bayfront was that circulation and land-use patterns and connections have greatly influence past and present development on the Bayfront. The concept ideas are framed from the viewpoint of how changes to these land-use and circulation patterns can affect the future success of the Bayfront.

The concept land-use and circulation plans illustrate the ideas that were developed from the planner’s experience with similar project areas, as well as with careful study of the site conditions and discussion with the community. The plans and ideas were presented to the study Committee and to the community at a public meeting. The concept ideas for the Bayfront are outlined below and provide an insight into the final master

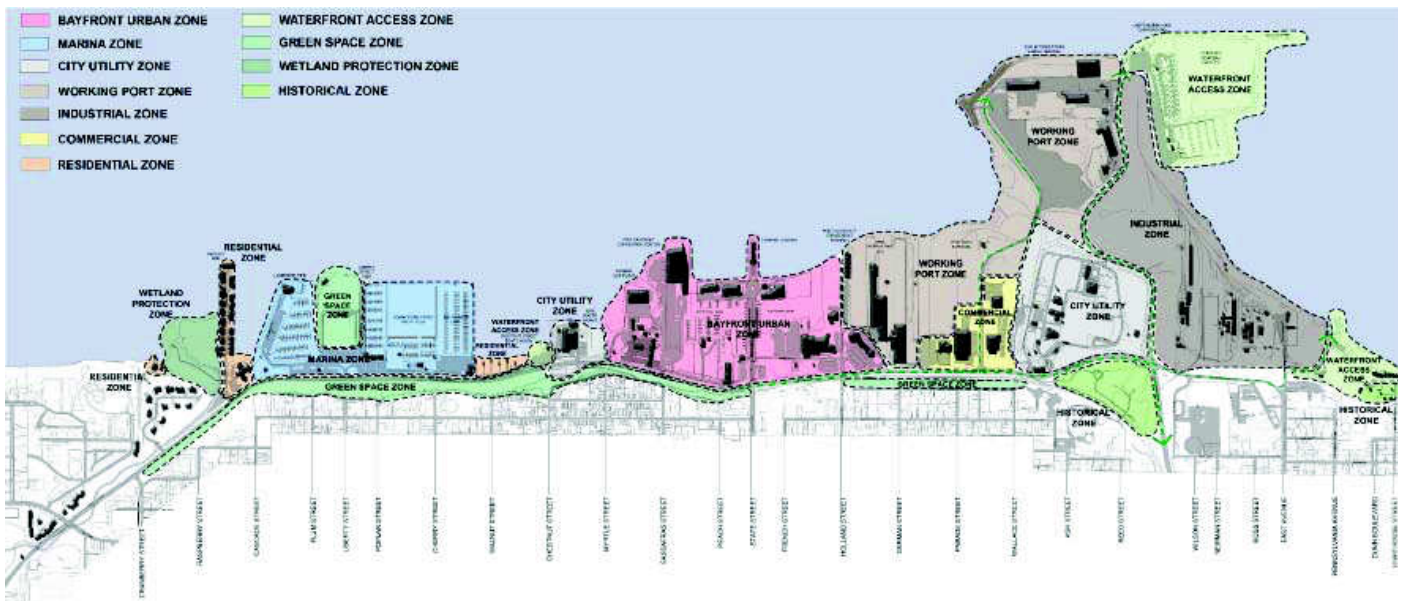
plan recommendations.

CONCEPTUAL LAND-USE PLAN

The conceptual land-use plan organizes the Bayfront into a series of zones that group together similar existing and proposed land uses and makes recommendations for potential future development of and in these areas. The following is a description of each zone and the associated concept recommendations for each area.

*Green Space and Parkland Zone*

This zone includes existing or potential spaces along the Bayfront that are or should be accessed and used by the public. These spaces are critical for the success of the Bayfront as amenities for the local public as tourist attractions. They provide the public with access to the water’s edge, places for gathering and socializing, access to the history of the area and access to and protection



Conceptual Land Use Plan

of ecologically sensitive areas on the Bayfront. Recommendations include:

- Preserve the Cascade Wetland area and provide public access
- Implement the Bayfront Overlook Park Plan Recommendations
- Expand historic interpretation along the Bayfront
- Expand trail systems and connect them to other trails along the Bayfront and the city
- Improve maintenance of Promenade Trail that passes through park by Port Authority taking ownership from City of Erie
- Expand and improve Lampe Marina park
- Improve and expand public boat access areas and access to these areas
- Expand transient dock facilities
- Improve and preserve historic areas structures and their interpretation along the Bayfront
- Link historical sites to other activities on the Bayfront
- Expand historical walking tours on the Bayfront and to the downtown
- Consider implementing formerly proposed projects that celebrate history including Penelec Smokestack Restoration and Park, Erie Mariners Park and preservation of several GAF buildings.
- Improve wayfinding signage on the Bayfront to inform and direct visitors to attractions
- Extend trail connections to the Erie Land Lighthouse and its function as the eastern terminus of the Erie Bayfront.
- Port Authority should take

ownership of the lighthouse due to the location on the Bayfront

- Implement recommendations from the Erie Land Lighthouse Master Plan
- Provide access to the Anthony Wayne Blockhouse with trailhead parking, trails and signage.

#### *Bayfront Urban Zone*

This central core of the Bayfront should function as an extension of the downtown. This area is centered on State Street and extends from the former GAF plant to the Intermodal Transportation Center. The development of this area is critical to the future of the Bayfront.

Recommendations include:

- Create a mixed-used development that includes office, commercial, restaurants and retail and residential housing of various types
- Improve the pedestrian experience and connections in this area
- Create destinations that can support visitors to the convention center
- Improve vehicular circulation though pedestrian access should dominate the area
- Decrease the need for surface parking
- Implement projects presently planned for the area including State Street improvements, the McAllister Place development and transient boat docks

#### *Marina Zone*

The marina zone is mainly centered around the western end of the Bayfront, though marinas and other boating activities occur in and around the central



canal basin and far out to Lampe marina on the eastern end. Recommendations include:

- Maintain a mix of public and private dock facilities
- Enhance public waterfront access
- Provide boat storage areas near marinas and in remote areas
- Expand Liberty Park into the nearby existing boat storage lot
- Any boat storage structure should be architecturally compatible with the Bayfront

*Residential Zone*

This zone is presently limited to the condominium development and assisted living facility on or around Niagara Pier though expansion of this use is recommended at various locations below.

- Create a houseboat rental area near Bay Harbor Marina
- Provide a variety of housing opportunities in the Bayfront Urban Zone

*Industrial / Working Port and Light*

*Industrial Commercial Zones*

The industrial and light industrial/commercial and shipping facilities are located at the east end of the Bayfront. The Port Authority has acknowledged that this area provides plenty of space for expansion projection of the working port. The Erie Coke Industrial plant takes up a large portion of the eastern end of the Bayfront and plans to remain a major employer. The businesses in the light industrial commercial area along Ore Dock Road fit well with

other facilities in this industrial area of the Bayfront that require access for rail or truck traffic. The east side location of these facilities may well limit truck traffic and rail lines in the recreational and tourist oriented central and western end of the Bayfront.

- Expand working port, industrial and light industrial facilities as needed
- Restrict truck traffic to the access from the east

*City Utility Zone*

This zone consists of two functional use areas that provide service to the community of Erie. The Erie Water Works complex and the Erie Wastewater Treatment Facility are located on the Bayfront due to the need to either intake or expel water to the Bay and therefore will remain in these locations.

- Provide additional screen planting along the Waste Water Treatment facility
- Water Works should consider partnering with community to share unused open space with community as public park space

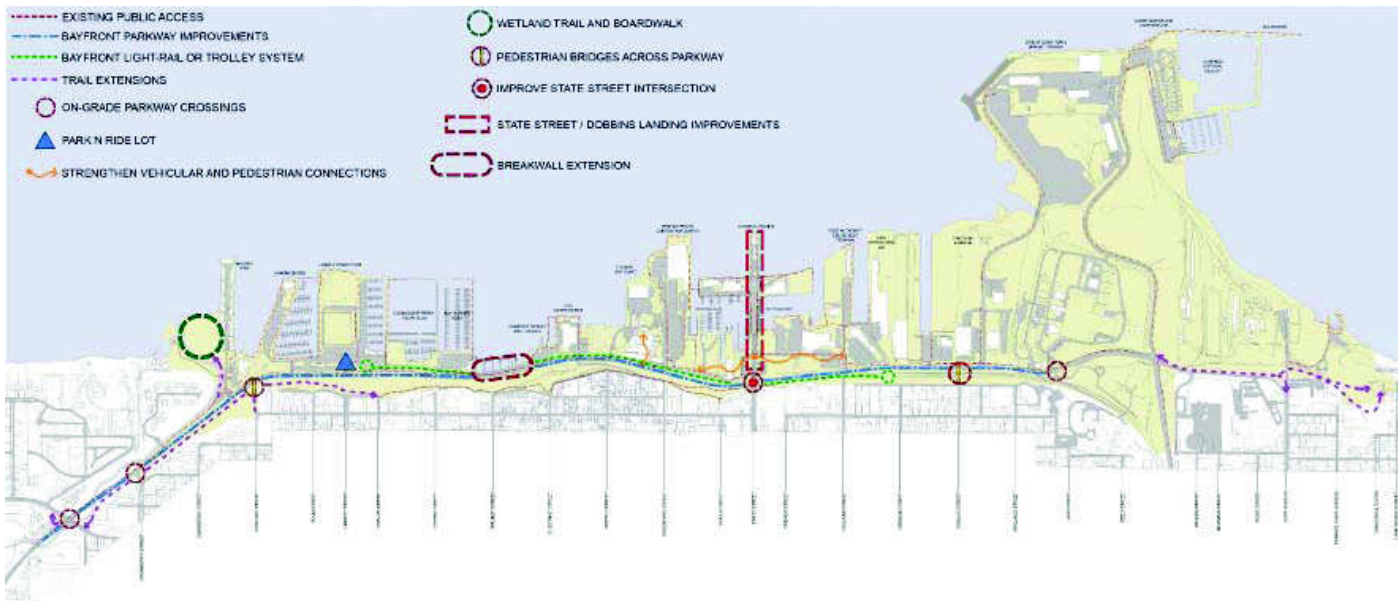
CONCEPTUAL CIRCULATION PLAN

The conceptual circulation plan represents ideas for improving how people and vehicles move through the Bayfront area. The following is a list of recommendations illustrated on the concept plan.

- Develop a planted median on the Bayfront Parkway to improve the visual quality as a parkway and to calm traffic speed
- Improve State Street on the Bayfront with a landscaped boulevard, improve parking and pedestrian pathways and enhance the loop terminus at Dobbins Landing
- Extend roadway on Bayfront from Bay Harbor Marina to Chestnut Boat Launch
- Improve vehicular connections between either side of state Street
- Utilize existing railroad corridor for Bayfront circulation with light rail or convert to trails to connect both sides of the Parkway under State Street

- Develop pedestrian bridges across the Bayfront Parkway at Cascade and Wallace Streets to improve pedestrian connections and safety across Parkway
- Improve pedestrian connections on Bayfront by connecting existing trails
- Implement new pedestrian crosswalks and improve existing across Bayfront Parkway at locations including Cranberry Street and State Street
- Relocate the park and ride lot from the Bayfront to West 12th Street

The above recommendations were presented to the study committee and community at a public meeting. Input from these meetings were gathered, reviewed and analyzed and with input from the Port Authority were translated into the final master plan and recommendations that follow in the next section.



Conceptual Circulation Plan

## Master Plan

The Erie Waterfront Master Plan is comprised of a series of recommendations to direct the future development and direction of the Erie Bayfront. They are detailed below and illustrated on the accompanying graphic master plan map. This master plan document is a culmination of the year long planning process that included studying and analyzing the Bayfront site, interviewing members and representative from the local community, meeting with and presenting ideas to the Study Committee and the community at various stages of process, gathering and synthesizing ideas and comments that resulted from the meetings and adjusting the plans and recommendations throughout the process to reflect knowledge gained at various stages. The resulting master plan will serve the Port Authority as a guide to the future development on the Bayfront and provide a point from which later adjustments can be made as circumstances change.

Throughout the process of developing the Waterfront Master Plan, land-use and circulation patterns on and around the Bayfront were noted as critical forces that have influenced this area in the past and that will continue to direct present and future changes. The Bayfront Parkway spurred the increase of public access and public use of the land on the Bayfront. Relocation of the

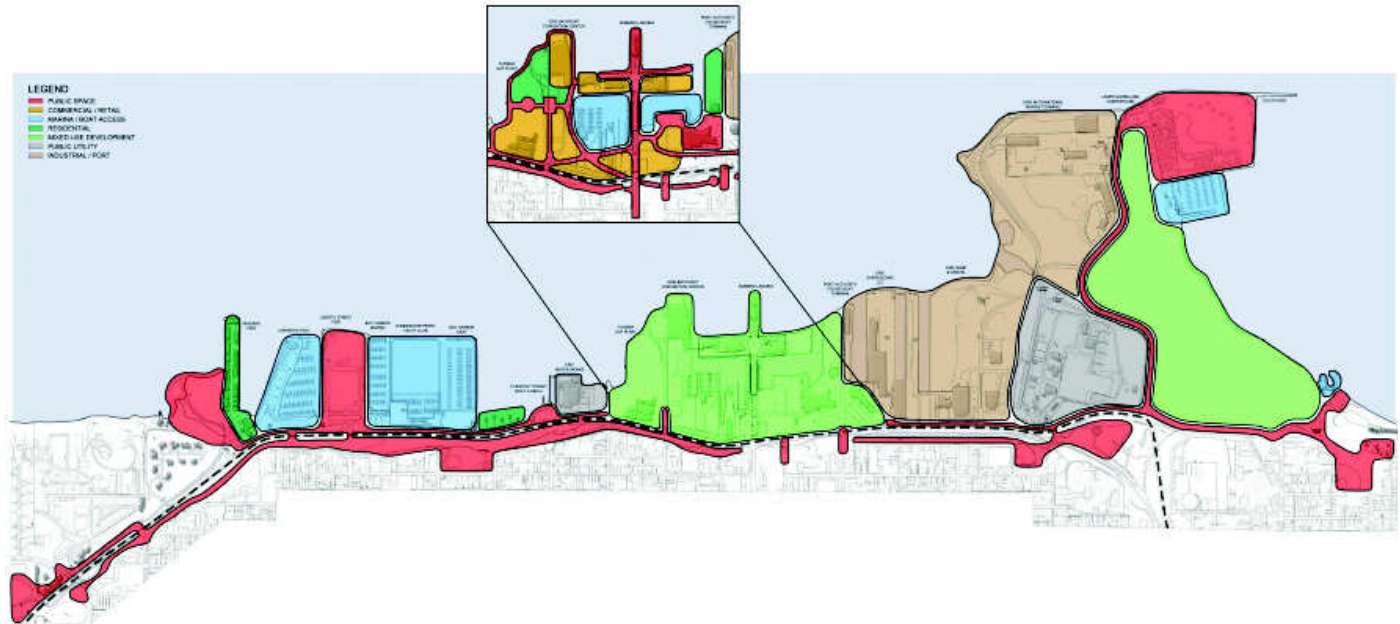
working port and shipping facilities on the eastern end of the Bayfront, opened up opportunities for new uses of the land including residential housing, public and private marinas, civic venues, parks, amphitheaters other recreational uses on the Bayfront. Just as it did in the past, land-use decisions and circulation patterns will act to define the future of the Bayfront.

An interim step from the concept plan to the final detailed master plan was the development of the Proposed Land-Use Plan. When compared to the existing land-use plan shown earlier in this document, this plan provides a graphic representation of the general land-use changes proposed for the Bayfront and the improvements to their interrelationships and interconnections.

- Proposed Land-Use Plan Categories**
- Public Space
    - All spaces related to the interaction of the public including parks and recreation areas, the library and museum, pedestrian circulation routes and connections, historic and natural areas and public boat launches.
  - Commercial and Retail
    - Offices, stores and other business related functions that exist or are proposed in the Central Bayfront District enlargement
  - Marina / Boat Access
    - Public and private boat dock areas
  - Residential
    - Existing and proposed housing areas
  - Mixed-Use Development
    - Areas proposed for development with a variety of uses
  - Public Utility
    - Erie Water Works and Wastewater Treatment plant
  - Industrial / Working Port
    - Light industrial and shipping facilities, ship building, cargo storage areas

The Erie Waterfront Master Plan provides a detailed description of the proposed land-use and circulation improvements and connection recommendations for the Bayfront area. There have been many positive changes to the Bayfront over the past several years that has created the present community-friendly environment. The

1988 Bayfront Recreation Master Plan provided a vision for the future location and development of recreational opportunities on the Bayfront. As this development made the Bayfront a more popular place for public recreation and gathering and increasing the public use of the Bayfront, areas not considered in this plan began to develop, though



*Proposed Land Use Analysis*

often without planned vision for the future of the Bayfront as a whole. This is apparent in the lack of connections between several areas on the Bayfront and in the area around Dobbins Landing and the Canal Basins. The development of the convention center provides a tremendous opportunity for the Bayfront future, yet the connections and relationships to the recreation areas to the west and to the civic areas and attractions to the east lack definition. In addition, large undeveloped and under-utilized spaces make up much of the area near to this historic center of the Bayfront. Therefore, this plan recommends the planning of a Central Bayfront District that stretches from the former GAF plant eastward to the Intermodal Transportation Center. This District will enhance the historical view that this area is the center of the Bayfront.

Since this District is the center of the Bayfront, the recommendations for the Erie Waterfront Master Plan will begin with a description of the vision for the Central Bayfront District. The remaining recommendations provide a vision for the remainder of the Bayfront area, while supporting the concept of developing a central core that the rest of the Bayfront is organized around. These recommendations will begin with land-use related issues, followed by issues related to pedestrian and vehicular circulation on and around the Bayfront

#### CENTRAL BAYFRONT DISTRICT

The Central Bayfront District is at the core of the Bayfront and provides a unique opportunity to create a vibrant destination. The District is an extension of the downtown area and is centered on State Street which is the main north south access to the Bayfront. Therefore development in this area should have a decidedly urban design. Public access and social gather spaces should be major factors of in determining the design of this area.

This District should be a developed as mix-use area with residential housing, commercial spaces and retail shops located throughout the area and connected with public promenades with social spaces for public gathering and events. These uses should be intermingled throughout the area and not segregated in areas around the site. In addition, consideration should be given for developing different uses in the same structure, such as retail shops along the ground level with apartments, artist lofts or commercial and office space above. Buildings should provide a decidedly urban experience with locations close to and facing low-traffic volume streets or pedestrian promenades. Details such as awnings, pedestrian-scale lighting benches and other amenities should be provided to convey the impression of a downtown streetscape. With that in mind, building heights should

be varied and may be higher than in other areas of the Bayfront, though care should be taken to enhance and direct views of the Bay from within the District and from the bluff to the south. The water's edge in this district should belong to the public. Pedestrian esplanades, overlooks and piers should be developed and integrated with the pedestrian circulation throughout the District.

The design of the District should convey the impression that it is a distinct cohesive area. Visual detailing and cues can function to ensure visitors understand that this is a unique destination District. This may include the development of a theme for the District that speaks to local character or history. A nautical theme may be an appropriate option for this location on the Bay, with its history of boat building, shipping and fishing. The development of this character would likely involve adjustments to or rewriting of the local zoning codes. As noted above, height requirements may be different in this District than in the remainder of the Bayfront. Development of a form-based zoning code for this area, that can provide specific direction for the look of an area and the elements within, may be more appropriate than the existing use-based zoning that dictates what can be built in an area, with very little direction as to the visual quality and compatibility of the built elements. It

is imperative that the community as a whole is involved in discussions and the planning of the character or theme for this District.

Parking structures in this area will relieve the need for large expanses of surface parking. A new convention center parking structure would open up a large area for development that is now covered with asphalt. Parking areas can also be integrated into buildings that they service such as a condominium complex. Most parking structures should be located near the Bayfront Parkway to limit traffic into the site and to use the hillsides around State Street to conceal their mass.

A variety of vacant and under-utilized areas presently located in this District provide opportunities for development of many of these ideas without effecting current development. Vacant areas to the east of State Street are undeveloped lawn or gravel parking lots that provide a blank canvas for the vision of this District. The recently closed GAF plant is another large parcel of land available for future development. Though clearing and cleanup of the former plant needs to take place, this property has a long stretch of waterfront access and is located directly adjacent to the new convention center. Buildings on this site should be evaluated for potential adaptive reuse where structure are saved and renovated to serve a new



function in the District. This sustainable practice of reuse of an old building and preserving a piece of the Bayfront history, can also add architectural interest and variety to the newer buildings that will be constructed throughout the District.

Several issues need to be resolved before major planning and detailed design of this District can take place. Ownership of the GAF plant needs to be resolved and property owners in the future district need to be brought to the planning table to ensure a clear and concise vision will be planned that benefits the community and develops the District as a unified whole. Collaborative planning and the development of partnerships needs to be pursued and needs to include the Port Authority, government, the local business community, local planners and preservationists, developers, District property owners and the community. Through collaborative planning, a clear vision can be developed that will create a District that is beneficial not just to the individual groups listed above, but to the entire community.

## LAND-USE RECOMMENDATIONS

Presently, there are projects planned by the Port Authority for this Central Bayfront District that can fit well with the concepts listed above.

- McAllister Place
  - Implement the plan for this self-contained mixed-use development planned for the East Canal Basin
  - Replace worn and dilapidated structures with the new complex
  - The development includes residential units, commercial and retail spaces and an internal parking garage
  - Provide exterior Bayside store front access to stores as well as access from an interior courtyard to reflect the current condition along the waterfront
  - Develop the site as shown with generous public space



- Develop Transient Boat Docks along waterfront just south of the Sheraton Hotel
  - To increase the waterside access to the Dobbins Landing and Canal Basin area
  - Provides a welcome addition to the areas as the Central Bayfront District develops.

Several other projects are recommended along the Bayfront that relate to land-use.

- Liberty Park Improvements. This popular and well-used park has plenty of space for the amphitheater but could use additional open-play area and over-flow areas for concerts. Additional amenities will also serve the users of this park
  - Expand the park area into the existing gravel boat-storage area
  - Provide lawn areas surrounded by planting beds and tree groupings
  - Resolve ownership issues since this land is currently under private ownership
  - Construct a new concession stand and restroom facility at the park site
  - Screen park area from parking lot to the south
- Large Boat Pier Development
  - Construct a large boat pier along the western edge of Lawrence Pier
  - Presently the only deep-water port area outside of the working



- port area
    - ✘ Provides docks for boats too large for marinas and other docks on the Bayfront
- Lampe Marina Improvements
  - ✘ Develop an amphitheater near the existing breakwall at the park
  - ✘ Expand the park area by filling the confined disposal area
  - ✘ Create an open field play area in the expanded park area
  - ✘ Provide a naturalized area in the expanded park area to decrease maintenance mowing costs and to create habitat by planting native grasses and wildflowers
  - ✘ Expand the trailer park facilities as the park is expanded
  - ✘ Develop a perimeter trail along the expand park area
  - ✘ Develop viewing decks and an overlook 'lighthouse' tower along the new trail
  - ✘ Utilize area for winter boat storage
  - ✘ Any indoor boat storage structure should be located in this area
  - ✘ Dredge the boat launch area access to allow large boats access to boat launch
- Working Port Expansion and the Industrial area of the Bayfront
  - ✘ Expand existing deep-water shipping piers and construct container storage areas as potential freight distribution or other long-term shipping contract materialize
  - ✘ Continue maintenance and upgrades to maintain a viable and functioning Port
  - ✘ Consider working with PennDOT to limit truck traffic accessing the industrial areas to the East Bayfront Connector and restricting truck access to the Bayfront Parkway past the Erie Ship Building access drive
- East Avenue Boat Launch Improvements
  - ✘ Construct a new Concession and Restroom Facility
- Land Lighthouse Improvements. In the master plan, the lighthouse is the eastern terminus of the Erie Bayfront. The original function of the lighthouse and its association with the waterfront warrants that it should be under the control by the Port Authority. To this end, the following recommendations are made:
  - ✘ Implement recommendations from the Land Lighthouse Master Site Plan
  - ✘ Port Authority should take ownership of the Lighthouse and its maintenance
  - ✘ Extend the Bayfront Trail to connect with the lighthouse property
- Anthony Wayne Blockhouse Connections
  - ✘ Improve public access to the blockhouse
  - ✘ Develop a trailhead in the gravel lot near the Parkway to the west of the blockhouse
  - ✘ Provide parking facilities, signage at the trailhead
  - ✘ Provide a crosswalk across the Parkway and connecting to the Bayfront Trail
- Implement the Bayfront Overlook Park Plan Recommendations
  - ✘ Consider Port Authority acquiring ownership of the Promenade Trail
  - ✘ Improve maintenance of the park and the trail
- Preserve the Cascade Wetland area and provide public access to this area
  - ✘ Create boardwalk over ecologically sensitive areas and trails in

- upland areas
    - ✘ Construct a bridge over the creek to the trail and boardwalk
    - ✘ Provide wayfinding and interpretive signage
    - ✘ Development in the wetland should be minimal to protect the area
- Marina Areas Recommendations
  - ✘ Maintain a mix of public and private dock facilities throughout the Bayfront
  - ✘ Enhance public waterfront access
  - ✘ Provide adequate boat storage near marinas for larger boats
  - ✘ Consider alternative boat storage areas for smaller boats and summer boat storage
  - ✘ Lampe Marina is a potential remote boat storage area
- Expand Residential Housing Opportunities on the Bayfront. The existing Niagara Pier Condominium development has been built out and all units sold. Market Condition assessments completed in the 2007 Erie Downtown Master Plan indicated that there was a market for luxury condominiums in the area listed in this report as the Central Bayfront District. An example of potential apartment renter or condominium owners can be noted from a Hamot Hospital representative's interview where he indicated the desire of many of the 3000 hospital employees to live in the downtown near their place of work.
  - ✘ Develop Houseboats for summer rental along the proposed Bayfront Drive Extension
  - ✘ Create a variety of housing options in the Central Bayfront District
- Erie Coke Plant. The Coke plant is a major employer on the Bayfront and has been in operation as a coke manufacturing plant for over 100 years. Presently, no plans are known for the plant to leave the areas so the master plan does not address this area except to note that in the event that the plant closes, this large parcel of land that the plant occupies should be considered an ideal location for mixed-use development.
- Public Utility Areas on the Bayfront
  - ✘ Provide additional screen planting along the Bayfront Parkway side of the Wastewater Treatment plant

## CIRCULATION RECOMMENDATIONS

General Circulation issues that are addressed in the master plan include both vehicular and pedestrian connections. Public waterfront access should continue to be a priority along the length of the Bayfront. The prime function of the Bayfront Parkway should be as a destination route to funnel visitors to the Bayfront and improvement to the roadway should be made with this in mind. Vehicular access within the Bayfront area should be restricted to a single, two-lane, low-traffic volume roadway that provides adequate east to west access but includes a variety of traffic calming techniques to slow traffic speeds. In the Central Bayfront District, traffic should be further limited to accessing parking structures and marina areas and deliveries to businesses. And parking structures should be located as close to the Parkway as possible with the exception of a convention center structure that could be located over the existing service lot west of the building.

Pedestrian access should dominate the Bayfront and pedestrian access into and throughout the Bayfront should be improved. As noted in the section on the Central Bayfront District, public pedestrian access in this area should be emphasized and enhanced. Waterfront access in this District and most all areas of the Bayfront should be open to the public and improved for ease of access and comfort of use. Improved pedestrian access across the Bayfront Parkway is a priority of this plan with a variety of recommendations focused on this issue. Pedestrian bridges across the Parkway will provide needed access to and from the Bayfront and the downtown area, though specific design criteria should be followed to ensure the compatibility with the Bayfront and the surrounding Community. Due to the expense of these structures, shorter-term solutions are included that improve pedestrian crosswalks and intersections.



The following list of the master plan circulation recommendations begins with pedestrian related issue, followed by vehicular circulation recommendations.

**Pedestrian Circulation Recommendations**

- Pedestrian Bridges across the Bayfront Parkway
  - ❑ Cascade Street Crossing is the first priority due to the intense use of nearby Liberty Park. Avoid blocking views of the Bay from the northbound Parkway lanes. The bridges should be visually compatible with the character of the Bayfront. The Omaha, Neb. bridge image illustrates the recommended design and scale. The bluff connection is located partially down the hillside and would require the extension of trail connections. The Bayfront end would require an extended ramp as shown in the Omaha picture.
  - ❑ Sassafras or French Street Bridge is the second priority though constructing only one is recommended at best. A bridge at either of these locations would function as major downtown connections and should be wider in design with a promenade appearance. The Sassafras Bridge would create a major access way from downtown directly to the convention center. The French Street Bridge would require partnering with Hamot Hospital since access would pass through their wing connecting buildings. Either bridge could be connected to a parking structure on the Bayfront side and use the associated elevator for access to the Bayfront.

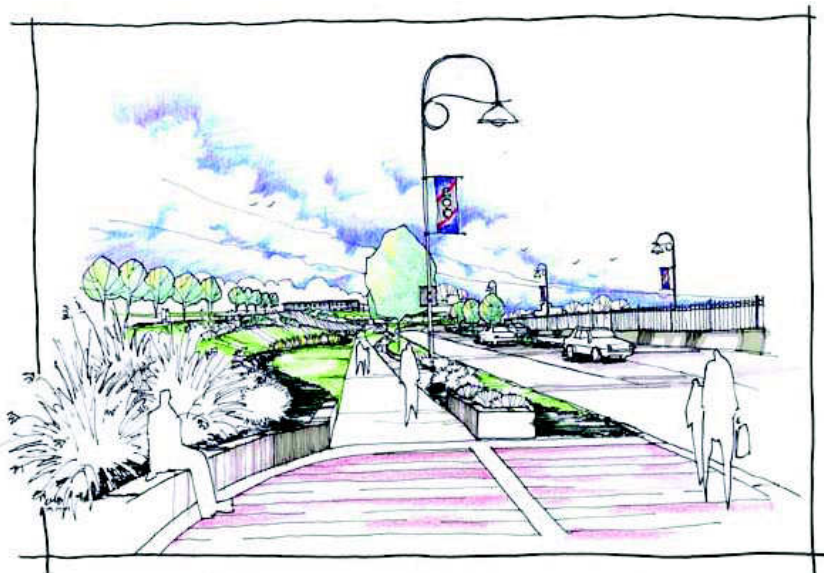
- On-Grade Pedestrian Cross-Walks across the Bayfront Parkway
  - ✎ Provide well-designed pedestrian crosswalk at several locations along the Parkway
  - ✎ Crosswalk designs should be designed at several locations along the Parkway
  - ✎ Scale of the crosswalk should depend upon the expected frequency of use with major intersections like State Street to convey pedestrian dominance
  - ✎ Well-designed crosswalks should minimally include colored pavement pedestrian crossing zones with crosswalk signage along the Parkway.
  - ✎ Major crosswalks should have pedestrian crossing zones constructed with colored pavers or colored and patterned concrete pavement. The crosswalks and the entire intersection may be raised in major intersections like State Street. Enlarged pedestrian landing should be constructed at either end of the crosswalk with pedestrian-scale lighting and amenities that may include benches, trash receptacles and landscape plantings. The design should convey to the passing vehicles that this is a pedestrian environment they are passing through.
  - ✎ Cranberry Street requires the construction of a central island on the Parkway just south of the intersection to provide a safety zone for the pedestrian at the halfway point in crossing this busy roadway. There is space in the center lane on the Parkway just south of the intersection where this island could be created. Pedestrian crossing signage should be installed on the Parkway along with pedestrian-activated flashing lights. The other option would be a traffic light at this location.
  - ✎ Liberty Street entrance to Liberty Park should have a major pedestrian crosswalk developed as shown in the attached sketch. Trails will need to be extended to the crosswalk on the south side of the Parkway. Provide enlarge landing areas at either end of the crosswalk with decorative colored and patterned pavement in the landings and the crosswalk areas.



- ✎ Erie Water Works crosswalk is a minor crosswalk that has colored crosswalks and signage. Flashing lights may be considered at all

crosswalks on the Parkway due to the speed and number of cars. Trails will have to be extended to this crosswalk at either end.

- State Street is the main pedestrian connection between downtown and the Bayfront. As the Central Bayfront District develops, pedestrian traffic at this crossing will increase. This intersection should be considered a pedestrian area that vehicles pass through. Raise the entire intersection on-grade with surrounding curbs, eliminating the need for curb ramps and slowing vehicles as they pass over the intersection. The entire intersection should be a mix of colored concrete paver crosswalks with colored and a pattern-stamped concrete intersection. Enlarged pedestrian landings at the corners provide gathering areas for groups of pedestrians waiting to enter or exit the Parkway.



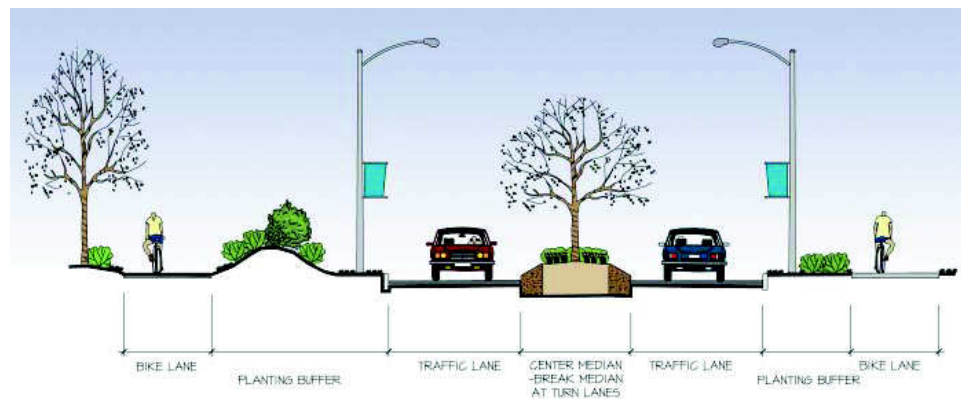
- Holland Street should be developed as a minor intersection as described above.
- Anthony Wayne Blockhouse crossing is also a minor crosswalk. This crosswalk will be developed once recommendations for opening up the blockhouse to the public are realized.
- Trail Extensions include a connections from existing trails to areas or other trails or crossings. These extensions complete connections throughout the Bayfront and provide access to the downtown and nearby attractions and public spaces.
  - Develop a staircase from the Bayfront Trail up to w. Sixth Street just south of the overpass on the west side of the Parkway. With several schools parks and neighborhood along W. Sixth Street, this staircase will increase access to and from the Parkway and the Bayfront.
  - Extend a trail from the Cranberry Street intersection, south along the Parkway and up to W. Sixth Street. Similar to the staircase, it provides access between these areas though this one will be accessible.
  - Extend the trail from Cranberry Street along the south side of the Parkway and connect to the future Cascade Street pedestrian bridge and follow the path of the old gravity railroad line up the hillside and connect with the Promenade Trail at Poplar Street.



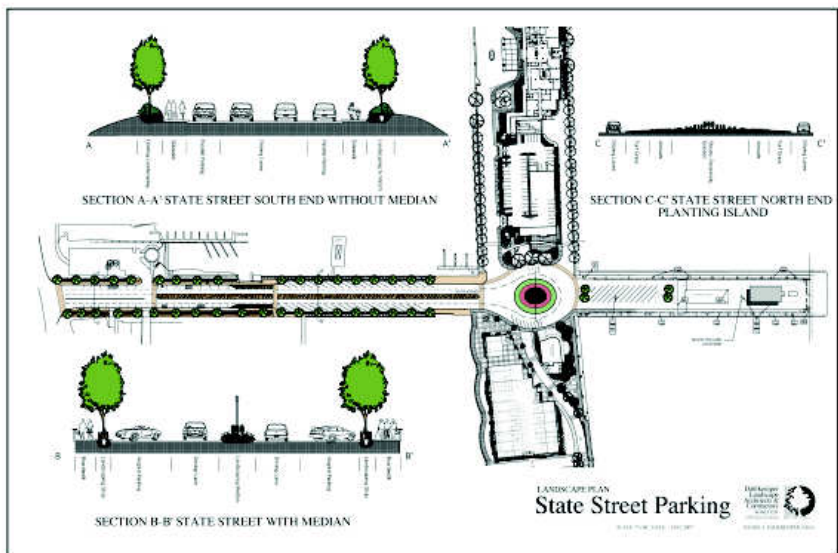
- ✘ Extend this Promenade Trail connection down to the Liberty Street crosswalk to Liberty Park.
- ✘ Connect the Bayfront Trail to the Cascade Wetland area. This requires construction of a bridge across the creek and raised boardwalks through the sensitive wetland environments.
- ✘ Extend the Promenade Trail down the hillside to the Water Works crosswalk.
- ✘ Extend pedestrian access along the former GAF plant waterfront as this area develops.
- ✘ Extend a trail spur off the Bayfront Trail and under State Street to Holland Street following the rail line path, once the rails are removed. Create a trailhead west of Holland that includes a drop-off area and a widened pavement gather spot. Other options for this pathway include using it both as a trail and a path for a shuttle vehicle or a rail shuttle that utilizes a portion of the existing tracks.
- ✘ As illustrated in the earlier Central Bayfront District sketch, create a variety of pedestrian trail, walks and promenade opportunities throughout this District and improve the east to west pedestrian connections in this area.
- ✘ Connect sidewalks on Ore Dock Road to the trail on Port Access Road.
- ✘ Extend a trail along the waterfront in Lampe Marina as the park expands.
- ✘ Extend the Bayfront Trail east of Port Access Road to connect with the East Avenue Boat Launch and to the Land Lighthouse.

#### VEHICULAR CIRCULATION RECOMMENDATIONS

- Landscape Median installation along the Bayfront Parkway
  - ✘ The median extends from north of W. Sixth Street to the Port Access Road
  - ✘ Break the median for turn lanes into the Bayfront
  - ✘ This median does not eliminate a driving lane
  - ✘ The median should be raised to provide some protection for plants from winter salt
  - ✘ Provide a mix of trees, perennials and ornamental grasses
  - ✘ Integrate sculptural elements and art in the design of the median
  - ✘ Trees in the median can soften views of large retaining walls along the Parkway
  - ✘ Avoid median heights and low-branched trees that block views to the Bay



- State Street Enhancements implementation is a project that has been developed by the Port Authority
  - Use traffic calming techniques to moderate speed and increase pedestrian safety
  - Remove two lanes and replace them with an attractively landscaped median and textured pavement pedestrian crosswalks
  - Install a raised flowerbed island traffic circle in front of Smugglers Wharf restaurant and the entrance to the hotel.
  - Plant shade trees, flowering shrubs, flower boxes, and ground cover the length of the roadway in the median and beside the sidewalk. Install automatic watering system
  - Install energy efficient lighting
  - Create a pleasing venue for tourists and residents to enjoy the waterfront
  - Act as a catalyst for new business development, thereby increasing employment and tax revenues



- Implement the Pennsylvania Community Transportation Initiative, Smart Transportation Projects. The projects are the result of various transportation studies for the area that will have a positive affect on the Bayfront. The Initiative aims at consistently applying the most innovative tools and ideas to solve our new transportation challenges are reflected in many of these plans. The Port Authority has submitted for several grants from this Initiative to implement innovative tools to improve transportation in the Bayfront area. Several studies helped develop or support the projects in this Initiative including this Erie Waterfront Master Plan, the 2005 Bayfront Parkway Corridor Study and the 2008 Parking and Transit Study, both by Glatting-Jackson, and several others listed in the application for funding submitted by the Port Authority. The projects were developed by or in partnership with the Pennsylvania Department of Transportation (PennDOT) through their local representative and the Port Authority. The project overview list and description follow. Specific projects relating to this funding appear





- and preservationists
- ✘ Evaluate the viability of preserving the Penelec Smokestack as an iconic and wayfinding element on the Bayfront
- ✘ Considered installing an Erie Mariners Park as has been proposed that celebrates in the landscape, the maritime history of the area. Possible location at the foot of Dobbins Landing.
- ✘ Link historic sites throughout the Bayfront and the downtown area
- ✘ Maintain, Expand and Improve the existing Maritime Trail Historic Walk
- Include Art in Developments and Improvements on the Bayfront
  - ✘ Involve local artist and the art museum and also the community for guidance
  - ✘ Consider interactive art



- Improve Wayfinding Signage on the Bayfront
  - ✘ Directs people to Bayfront destinations and creates a visual recognition of the area
  - ✘ Develop consistency in the signage
  - ✘ Make signs fun and recognizable as a special place and a destination
- Bayfront Business Owner Organization Development. Consider the creation of an organization that brings together the Bayfront business owners and a Port Authority representative or the Harbor Master at planned meetings to discuss issues and concerns.
  - ✘ Plan two meetings per year, one before the season begins and one after it ends
  - ✘ In the fall, review what worked and what did not and wish list for the next year
  - ✘ In the spring, review the coming season
  - ✘ Provides a direct contact between the Port and the owners
  - ✘ Works to avoid miscommunications and provides a communication link
- Sustainable and 'Green Design' Principles. Sustainable design principles should be integrated into future development on the

Bayfront. The Bayfront has an opportunity to be a community leader in the implementation of these concepts. And the entire community will benefit from reduction in pollution of the air and the nearby Bay and in energy needs of new buildings, reducing the burden on local utilities and infrastructure. Buildings will be more 'livable' and energy efficient, thereby lowering fuel costs and increasing their marketability. Reductions of impervious surfaces such as large building footprints and parking surfaces reduce stormwater runoff that warm the waters of the Bay and add pollutants, deteriorating habitat and fish populations.

Benefits implementing sustainable practices:

- Reduction in energy consumption
- Protection of the local ecosystem
- Health and Safety Benefits
- Enhanced occupant comfort
- Economic benefits from increased marketability
- Program education opportunities
- Reduced use of non-renewable resources
- Minimize environmental impact
- Connect people with the natural environment

Several recommendations specific to development on the Bayfront include:

- Sustainable site planning techniques
  - Stormwater filtering and sediment control to improve water quality of the Bay
  - Reduce impervious surfaces such as pavement and building footprints
  - Install energy efficient exterior lights with cut-offs that direct light downward
  - Avoid environmentally sensitive areas for development where possible
- Conservation of Materials and Resources
  - Use salvaged, recycled and recyclable materials
  - Use local and regional materials
  - Consider reuse, renovation of older buildings
  - Reduce construction waste
- Improve Indoor Quality of Buildings
  - Improve indoor air quality using low volatile compound emitting materials
  - Increase ventilation
  - Install energy efficient systems
  - Bring in more daylight to interior areas

## CONCLUSION

The Erie Waterfront Master Plan provides a clear vision for the future of the Bayfront. Though developed as a 10-year plan for the Bayfront, the master plan can not predict the future and thus, should be seen as a living document that will change over time. Recommendations will be implemented and additional opportunities will surface. Changes in the local, regional and national economy

will affect the timing of recommendation implementation. Yet the importance of the plan is not to have that vision set in stone, but to provide a path that guides and directs the development of the Bayfront. Through a collaborative effort with the community, the Erie Waterfront Master Plan offers the Bayfront a direction that, through hard work and persistence, promises a vibrant and exciting future.

## Implementation Plan

### OPINION OF PROBABLE COST

The opinion of probable cost is based on projects illustrated in the Erie Waterfront Master Plan drawing that are described in this report. The estimate is broken into two general categories; Land-Use Projects and Vehicular/Pedestrian Circulation Projects. Each category is followed by a series of related projects with a list of line items under each that further describes the elements of the project. The estimate takes into account design and engineering costs, as well as miscellaneous regulatory, general conditions, bonds and insurance costs and project contingencies. Note that these items are calculated into the totals at the end of the estimate and must be considered for each individual project cost if broken out separately.

Several costs were provided by the Port Authority due to previous experience with similar projects or from cost estimates that were developed for projects planned but not yet implemented. They are identified in the estimate by the note 'Cost Provided by Port Authority'. Additionally, development in several areas in the Central Bayfront District, as noted on the master plan, was not designed and therefore is not included in the estimate. These areas include the former GAF plant and several large properties under

private ownership. The Port Authority determined that the lack of information available on future land ownership or development desires of the present owners inhibited knowledgeable design of these areas. General design guidelines were provided in the report to offer direction for future development of these areas but lacked the specifics needed for a detailed cost estimate.

The opinion of probable cost is based on knowledge of general contractor construction costs for similar projects with assistance from associated cost estimation guides such as RSMMeans and from costs provided by the Erie Port Authority from their experience with similar projects. It is assumed the Port Authority understands that in developing the opinion of probable development costs, Domokur Architects have no control over costs or the price of labor, equipment or materials or over contractor's methods of pricing, and the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. Domokur Architects make no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs. The opinion of probable cost, while providing a future project planning guide, is a point-of-departure for the development of more exact project

construction costs that additional project detail and design drawings will provide. The opinion of probable cost is based on year 2009 estimates.

#### PHASING PLAN

The Erie Waterfront Master Plan will direct development on the Erie Bayfront and Port of Erie over the next decade. The goal of the implementation plan is to provide a blueprint that integrates this future growth and associated project costs with a phasing sequence that gives thought to a logical order of needs, construction requirements and available funding. The phase sequence is not associated with a set time table or specific years that projects will be constructed within but more with a consideration of logical construction progression, needs of the working Port of Erie, desires of the community and availability funding. The following are the three phases that provide an outline of the order of project implementation:

- Long-Range Plans – Projects where land ownership issues exist, high costs are involved and those that are not necessary to meet the current needs of the Port or the community.
- Short-Range Plans – Immediate needs and projects previously designed or funded with consideration of projected funding that may be available in the near future.
- Mid-Range Plans – Projects that meet more immediate needs of the Port or the community yet have a lengthy design process or that are cost prohibitive due to expectation of available funding.

# Opinion of Probable Cost

\*Design, Engineering, Contingency, and other misc. costs are calculated on the totals at the end of the estimate. These must be integrated into each individual project cost if broken out separately.

## LAND USE PROJECTS

**McAllister Place Development**..... \$ 24,500,000

*Cost Provided by Port Authority*  
*Total Cost Includes All Line Items Below*

- McAllister Place Building
  - Retail Space
  - Commercial Space
  - Apartments
  - Parking
- Landscape Plazas, Water-side Access, Plants, Amenities
- Access Road
- Sheet Pile Wall Along Perimeter of Development

**Liberty Park Improvements** ..... \$ 1,695,000

*Property Acquisition Costs Not Included*

- New Concession Building
  - Cost from Port Authority Budget*
- Grading, Earthwork, Mounding, Landscape Planting
- Utilities
  - Stormwater, Lighting
- Signage

**Large Boat Pier Development**..... \$ 1,700,000

- Marina breakwall and permitting
- New Dock
- Site work includes excavation, restoration, etc.
- Signage, Seating, Railing, and Misc. Site Amenities

**Lampe Marina Improvements** ..... \$ 855,000

- Ampitheater
- Fill Container Storage Area
- Park Expansion
  - Grading and Mounding
  - Plantings and Naturalized Area
- Trailer Park Expansion
  - Paving, Fencing, Earthwork
  - Electrical Hookups
- Site work includes excavation, restoration, etc.
- Signage, Seating, Railing, and Misc. Site Amenities



**Deep Pier Expansion & Container Storage Area.. \$ 20,000,000**

**Montfort Terminal**

*Cost provided by Port Authority*

*Total Cost Includes All Line Items Below*

- Engineering
- Deep Water Pier
  - Sheet Pile Cellular Pier
  - Concrete and Asphalt Aprons
  - Earthwork
  - Dredging
  - Yard Lighting
- Rail Transfer Facilities
  - Transship Yard Access Road and Fill
  - Trailer Transfer MHE Option
  - Travel Hoist Option
  - Rail Siding and Turnout
- Intermodal Staging Yards
  - Select Fill
- Asphalt Pavement
- Security Fence
- Yard Lighting

**Concession and Restroom Facility ..... \$ 450,000**

**East Avenue Boat Launch Area**

*Cost provided by Port Authority*

*Total Cost Includes All Line Items Below*

- Clearing, Earthwork
- Building Construction
- Drive and Parking Pavement

**Land Lighthouse Improvements..... \$ 400,000**

- Master Plan Implementation
  - Establish Ownership
  - Lighthouse Restoration
  - Lighthouse Keeper House Renovation
  - Pavilion
  - Rose Garden
  - Vietnam Veteran’s Memorial Sundial Spire and Plaza
  - Gift shop/Museum/Restroom
  - Utilities Relocated Underground
  - Car and Bus Parking and Drive Pavement
  - See Pedestrian Circulation Projects for Trail Connections

**Anthony Wayne Blockhouse Improvements..... \$ 259,400**

Trailhead Development  
 Earthwork, Clearing, etc.  
 Gravel Parking Area, Entry Drive  
 Amenities - Bollards, Trash Recpt., Signage  
 Trails to Blockhouse  
 Blockhouse Restoration

**Bayfront Overlook Park Implementation ..... \$ 9,177,000**

*Cost from 2002 Master Plan Report Adjusted for Inflation*

Habitat Reclamation Zone Landscaping  
 Promenade Trail Additions  
 Parking Area Development  
 Parkway Aesthetics  
 Bayfront Greenway  
 Habitat Enhancement Zone Landscaping  
 Neighborhood Buffers  
 Park Development Projects East and West  
 Historic Site Development  
 Promenade Trail Lighting  
 Waterworks Connector

**Cascade Creek Restoration Project ..... \$ 500,000**

*Cost from Port Authority Budget*

Site Preparation/Earthwork/Demolition/Layout/Survey  
 Erosion Control  
 Stream Restoration  
 Pavement  
 Landscaping  
 Boardwalk & Overlook Deck  
 Identification/Wayfinding/Interpretive Signage  
 Environmental Regulations and Permits  
 Pedestrian Bridge Across Creek

**Screen Planting at Water Treatment Plan ..... \$ 30,000**

Landscape Plantings

**VEHICULAR AND PEDESTRIAN CIRCULATION PROJECTS**

**Pedestrian Bridge Cascade Street..... \$ 1,500,000**

**Pedestrian Bridge Sassafras Street Promenade .... \$ 2,500,000**

**Cranberry Street Crosswalk ..... \$ 26,500**

- Earthwork - Clearing, Excavation, Grading, Cut & Fill
- Misc. Pavement Removal
- Misc. PennDot Reqmts-Submittals, Traffic Control, etc.
- New Decorative Crosswalk Pavement
- New Curbs, Curb Ramps, and Island Design Elements
- Landscaping
- Misc. Signage and Pedestrian Signals

**Liberty Street Crosswalk and Trail Connections ..... \$ 40,000**

- Traffic Light by PennDot
- Demolition and Disposal
  - Asphalt Pavement and Curbing
- Misc. PennDot Reqmts-Submittals, Traffic Control, etc.
- Earthwork - Clearing, Excavation, Grading, Cut & Fill
- New Decorative Crosswalk Pavement
- New Curbing and Curb Ramps
- Landscaping
- Misc. Signage

**Erie Water Works Crosswalk ..... \$ 28,000**

- Earthwork - Clearing, Excavation, Grading, Cut & Fill
- Misc. Pavement Removal
- Misc. PennDot Reqmts-Submittals, Traffic Control, etc.
- New Decorative Crosswalk Pavement
- New Curbs and Curb Ramps
- Landscaping
- Misc. Signage and Pedestrian Signals

**State Street Intersection Development & Crosswalk.. \$ 85,000**

- Demolition and Disposal
  - Asphalt Pavement
- Earthwork and Retaining Wall to Enlarge North Side
- Misc. PennDot Reqmts-Submittals, Traffic Control, etc.
- Earthwork - Clearing, Excavation, Grading, Cut & Fill
- New Decorative Crosswalk Pavement
- New Curbing and Curb Ramps
- Misc. Utility Work
- Landscaping
- Misc. Signage

**Holland Street Intersection & Crosswalk..... \$ 41,000**

Traffic Light by PennDot  
 Demolition and Disposal  
     Asphalt Pavement and Curbing  
 Misc. PennDot Reqmts-Submittals, Traffic Control, etc.  
 Earthwork - Clearing, Excavation, Grading, Cut & Fill  
 New Decorative Crosswalk Pavement  
 New Curbing and Curb Ramps  
 Landscaping  
 Misc. Signage

**Anthony Wayne Blockhouse Crosswalk..... \$ 34,500**

Traffic Light by PennDot  
 Demolition and Disposal  
     Asphalt Pavement and Curbing  
 Misc. PennDot Reqmts-Submittals, Traffic Control, etc.  
 Earthwork - Clearing, Excavation, Grading, Cut & Fill  
 New Decorative Crosswalk Pavement  
 New Curbing and Curb Ramps  
 Landscaping  
 Misc. Signage

**West Sixth Street Stairs..... \$ 49,000**

Wood Staircase from Trail to W. Sixth Street  
     Earthwork - Clearing, Excavation, Grading, Cut & Fill  
     Asphalt Connection from Stairs to Trail and Walk - Complete  
     Wood Stairs - Complete  
     Misc. Trail Signage, Railings

**Trail Extension Cranberry Street to W. Sixth Street.. \$ 176,800**

*Potential property acquisition costs not included*  
*Total Lineal Foot Cost Includes All Line Items Below*  
     Earthwork - Clearing, Excavation, Grading, Cut & Fill  
     Asphalt Trail Pavement and Base-Complete  
     Misc. Trail Signage and Amenities  
     Potential Retaining Wall Allowance  
     Landscape Planting

**Trail Extension Cranberry Street to Poplar Street..... \$ 421,600****Includes Connection to Cascade Pedestrian Bridge Crosswalks**

*Total Lineal Foot Cost Includes All Line Items Below*  
 Earthwork - Clearing, Excavation, Grading, Cut & Fill  
 Asphalt Trail Pavement and Base - Complete  
 Landscape Planting  
 Misc. Trail Signage

**Trail Extension Promenade Trail to Water Works ..... \$ 92,400**

- Earthwork - Clearing, Excavation, Grading, Cut & Fill
- Asphalt Trail Pavement and Base - Complete
- Landscape Plantings
- Misc. Trail Signage

**Trail Extension Under State Street to Holland Street \$ 177,800**

*Total Lineal Foot Cost Includes All Line Items Below*

*Railroad Track Removal by Others*

- Earthwork - Clearing, Excavation, Grading, Cut & Fill
- Asphalt Trail Pavement and Base - Complete
- Landscape Planting
- Misc. Trail Signage and Trail Amenities
- Widened Gathering & Drop-Off at Holland Street

**Lampe Park Trail Improvements..... \$ 337,000**

Perimeter Trail

*Total Lineal Foot Trail Cost Includes All Line Items Below*

- Earthwork - Clearing, Excavation, Grading, Cut & Fill
- Asphalt Trail Pavement and Base - Complete
- Landscape Planting Along Trail Only
- Misc. Trail Signage and Trail Amenities
- Observation Decks - (2)
- Includes Amenities - Benches, Trash Receptacles
- Viewing Tower

**Ore-Dock and Port Access Roads Trail Connection ..... \$ 79,200**

*Total Lineal Foot Cost Includes All Line Items Below*

- Earthwork - Clearing, Excavation, Grading, Cut & Fill
- Asphalt Trail Pavement and Base - Complete
- Crosswalk - Port Access Road - Pavement Markings and Sign

**Trail Extension Land Lighthouse to Port Access ..... \$ 555,000**

*Cost from Port Fiscal Budget*

*Total Lineal Foot Cost Includes All Line Items Below*

- Bayfront Trail at Port Access Road to Lighthouse
- Earthwork - Clearing, Excavation, Grading, Cut & Fill
- Asphalt Trail Pavement and Base - Complete
- Intersection Crossings
- Pedestrian Bridge or Extensive Retaining Walls
- Misc. Trail Signage

**Trail Extension to East Avenue Boat Launch..... \$ 105,600***Total Lineal Foot Cost Includes All Line Items Below*

Trail extended from Lighthouse trail

Earthwork - Clearing, Excavation, Grading, Cut &amp; Fill

Asphalt Trail Pavement and Base - Complete

Misc. Trail Signage and Trail Amenities

**Trail Extension from Frontier Park Trail****to 12th Street Park & Ride Lot..... \$210,000***Total Lineal Foot Cost Includes All Line Items Below*

Earthwork - Clearing, Excavation, Grading, Cut &amp; Fill

Asphalt Trail Pavement and Base - Complete

Intersection Crossings

Retaining Walls

Misc. Trail Signage

**Bayfront Parkway Landscape Median****W. Sixth St. to Liberty Street..... \$ 1,142,000**

Median - Curbs, Concrete Planter Walls

Curbing

Concrete Walls with Decorative Paving

Landscape Plantings and Plant Beds

Traffic Control/PennDot Requirements

Sculpture and Public Art

**Bayfront Parkway Landscape Median****Liberty St. to Sassafras Street ..... \$ 986,000**

Median - Curbs, Concrete Planter Walls

Curbing

Concrete Walls with Decorative Paving

Landscape Plantings and Plant Beds

Traffic Control/PennDot Requirements

Sculpture and Public Art

**Bayfront Parkway Landscape Median****Sassafras St. to Holland Street ..... \$ 631,000**

Median - Curbs, Concrete Planter Walls

Curbing

Concrete Walls with Decorative Paving

Landscape Plantings and Plant Beds

Traffic Control/PennDot Requirements

Sculpture and Public Art



**Bayfront Parkway Landscape Median**

**Holland St. to Port Access Road ..... \$ 1,038,000**

- Median - Curbs, Concrete Planter Walls
  - Curbing
  - Concrete Walls with Decorative Paving
- Landscape Plantings and Plant Beds
- Traffic Control/PennDot Requirements
- Sculpture and Public Art

**State Street Enhancement Project..... \$ 1,200,000**

- Cost Provided by Port Authority*
- Total Cost Includes All Line Items Below*
- Center Median in Roadway
- Pedestrian Walk and Boardwalk Improvements
- Landscape Planting, Irrigation, Pedestrian Amenities
- Landscape Circle at Dobbin’s Landing
- New Pedestrian Scale Energy Efficient Lighting
- Boardwalk and Overlook Deck
- Pedestrian Bridge over Creek
- Signage

**12th Street Park and Ride Lot Development..... \$ 3,500,000**

- Cost Provided by Port Authority*
- Bayfront Mobility Initiative Project
- Total Cost Includes All Line Items Below*
- Land Acquisition Cost Included
- Redevelop Existing Parking Lot With New Pavement
- Landscaping, Lighting, Pedestrian Amenities
- Trails and Crosswalks

**Bayfront Roadway Extension Project ..... \$ 2,100,000**

- Cost Provided by Port Authority*
- Bayfront Mobility Initiative Project
- Engineering & Design
- Develop Roadway, Parking Bike Path
- Total Cost Includes All Line Items Below*
- Cost from Port Authority Budget*
- Pedestrian Lighting and Amenities
- Boathouse Docks

**Additional Signage on the Bayfront..... \$ 70,500**

Signage Allowance for Projected Future Project Signage Needs

Allowance for Improved Wayfinding Signage

Includes Research, Design, Fabrication, & Installation

Allowance for Additional Historic Signage on Bayfront

Includes Research, Design, Fabrication, & Installation

Allowance for Improved Vehicular Directional Signage

Includes Research, Design, Fabrication, & Installation

**SUB-TOTAL ..... \$ 76,693,300**

Design and Engineering Costs - 18% ..... \$ 13,804,794

Misc. Regs., Gen. Conditions, Bonds, Ins. - 10% ..... \$ 7,669,330

Contingency - 10%..... \$ 7,669,330

**PROJECT TOTAL..... \$ 105,836,754**

# Phasing Plan

\*Design, Engineering, Contingency, and other misc. costs are calculated on the totals at the end of the estimate. These must be integrated into each individual project cost if broken out separately.

	<b>Short Range</b>	<b>Medium Range</b>	<b>Long Range</b>
<b>LAND USE PROJECTS</b>			
<b>McAllister Place Development</b>			
Cost Provided by Port Authority		\$20,000,000	
Sheet Pile Wall Along Perimeter of Development	\$4,500,000		
<b>Liberty Park Improvements</b>			
		\$1,695,000	
<b>Large Boat Pier Development</b>			
			\$1,700,000
<b>Lampe Marina Improvements</b>			
Ampitheater	\$120,000	\$735,000	
<b>Deep Pier Expansion &amp; Container Storage Area Montfort Terminal</b>			
Engineering	\$400,000		
Deep Water Pier		\$7,150,000	
Rail Transfer Facilities		\$5,900,000	
Intermodal Staging Yards		\$6,550,000	
<b>Concession and Restroom Facility East Avenue Boat Launch Area</b>			
	\$450,000		
<b>Land Lighthouse Improvements</b>			
Lighthouse Restoration	\$20,000		
Lighthouse Keeper House Renovation	\$75,000		
Pavilion			\$50,000
Rose Garden			\$10,000
Vietnam Veteran’s Memorial Sundial Spire and Plaza			\$15,000
Gift shop/Museum/Restroom		\$185,000	
Utilities Relocated Underground		\$25,000	
Car and Bus Parking and Drive Pavement		\$20,000	
<b>Anthony Wayne Blockhouse Improvements</b>			
		\$259,400	

	<b>Short Range</b>	<b>Medium Range</b>	<b>Long Range</b>
<b>Bayfront Overlook Park Implementation</b>			
Habitat Reclamation Zone Landscaping	\$242,400	\$242,400	\$323,200
Promenade Trail Additions	\$606,000		
Parking Area Development	\$92,500	\$92,500	
Parkway Aesthetics	\$180,000	\$180,000	\$240,000
Bayfront Greenway	\$185,000		
Habitat Enhancement Zone Landscaping	\$366,600	\$366,600	\$488,800
Neighborhood Buffers	\$259,000	\$259,000	
Park Development Projects East and West	\$903,000	\$903,000	\$1,204,000
Historic Site Development	\$424,000	\$424,000	
Promenade Trail Lighting	\$528,500	\$528,500	
Waterworks Connector	\$138,000		
<b>Cascade Creek Restoration Project</b>			
Site Preparation/Demolition/Layout/Survey	\$124,000		
Erosion Control	\$18,000		
Stream Restoration	\$11,500		
Pavement	\$48,500		
Landscaping	\$128,000		
Boardwalk & Overlook Deck		\$45,000	
Identification/Wayfinding/Interpretive Signage		\$10,000	
Environmental Regulations and Permits		\$25,000	
Pedestrian Bridge Across Creek		\$90,000	
<b>Screen Planting at Water Treatment Plant</b>			
	\$30,000		
<b>VEHICULAR AND PEDESTRIAN CIRCULATION PROJECTS</b>			
<b>Pedestrian Bridge Cascade Street</b>		\$1,500,000	
<b>Pedestrian Bridge Sassafras Street Promenade</b>			\$2,500,000
<b>Cranberry Street Crosswalk</b>	\$26,500		
<b>Liberty Street Crosswalk and Trail Connections</b>	\$40,000		

	<b>Short Range</b>	<b>Medium Range</b>	<b>Long Range</b>
<b>Erie Water Works Crosswalk</b>	\$28,000		
<b>State Street Intersection Development &amp; Crosswalk</b>	\$85,000		
<b>Holland Street Intersection &amp; Crosswalk</b>	\$41,000		
<b>Anthony Wayne Blockhouse Crosswalk</b>	\$34,500		
<b>West Sixth Street Stairs</b>	\$49,000		
<b>Trail Extension Cranberry Street to W. Sixth Street</b>	\$176,800		
<b>Trail Extension Cranberry Street to Poplar Street</b>	\$421,600		
<b>Trail Extension Promenade Trail to Water Works</b>	\$92,400		
<b>Trail Extension Under State Street to Holland Street</b>		\$177,800	
<b>Lampe Park Trail Improvements</b>			\$337,000
<b>Ore-Dock and Port Access Roads Trail Connection</b>		\$79,200	
<b>Trail Extension Land Lighthouse to Port Access</b>	\$555,000		
<b>Trail Extension to East Avenue Boat Launch</b>		\$105,600	
<b>Trail Extension from Frontier Park Trail to 12th Street Park and Ride Lot</b>		\$210,000	
<b>Bayfront Parkway Landscape Median W. Sixth St. to Liberty Street</b>	\$1,142,000		



	Short Range	Medium Range	Long Range
Bayfront Parkway Landscape Median Liberty St. to Sassafras Street		\$986,000	
Bayfront Parkway Landscape Median Sassafras St. to Holland Street			\$631,000
Bayfront Parkway Landscape Median Holland St. to Port Access Road			\$1,038,000
State Street Enhancement Project	\$1,200,000		
12th Street Park & Ride Lot Development	\$3,500,000		
Bayfront Roadway Extension Project	\$2,100,000		
<b>Additional Signage on the Bayfront</b>			
Allowance for Improved Wayfinding Signage	\$6,750	\$6,750	
Allowance for Additional Historic Signage on Bayfront	\$25,000	\$25,000	
Allowance for Improved Vehicular Directional Signage	\$3,500	\$3,500	
<b>SUB-TOTAL</b>	<b>\$19,377,050</b>	<b>\$48,779,250</b>	<b>\$8,537,000</b>
<b>Design and Engineering Costs - 18%</b>	<b>\$3,487,869</b>	<b>\$8,780,265</b>	<b>\$1,536,660</b>
<b>Misc. Regs., Gen. Conds., Bonds, Ins. - 10%</b>	<b>\$1,937,705</b>	<b>\$4,877,925</b>	<b>\$853,700</b>
<b>Contingency - 10%</b>	<b>\$1,937,705</b>	<b>\$4,877,925</b>	<b>\$853,700</b>
<b>PROJECT TOTAL</b>	<b>\$26,740,329</b>	<b>\$67,315,365</b>	<b>\$11,781,060</b>

# Appendix A

## Questionnaire Form

To all Erie Port Waterfront Master Plan Study Committee members:

Your answers to the following questions will provide the planning consultant with greater insight into your view of the Port of Erie and your ideas for the future of the Port. Please add additional pages as needed to complete your answers. Bring your answers to the Friday June 20 Study Committee meeting.

### Questionnaire Questions

1. What does the Port mean to you, your business, your community?
2. Describe the Port 10 and/or 20 years ago and what is better /worse about the Port today.
3. What would you like or envision the Port to look like in 20 years?
4. What will guide the Port to ensure your vision of the Future?
5. How can the Port affect you, your business, and your community, both positively and negatively in the future?

## Questionnaire Summary

### 1. What does the Port mean to you, your business, your community?

- The Port is a very important part of our city and community because people are drawn to waterfront activities and this can play a very large part in bringing more businesses, more residents, and more visitors to the area depending on how the waterfront area is grown and what is placed on the waterfront. Increasing the number of business, residents and visitors can increase the city's revenue overall
- The Port has a substantial role in the Erie community when it comes to economic development from both shipping and receiving as well as from a tourism standpoint.
- Great attraction for Erie, visitors, and outdoor activities.
- The port and the bayfront are seen as one and the same and our bayfront is the one asset that makes Erie a unique and special place. It is the one reason why I live in northwest pa and more and more folks will think the same as the access and desirability of the bayfront destinations improve.
- A vital commercial and recreational Port.
- The Port is very important partner in our community and for business
- What the port means to me is the thoughtful, orderly, systematic, "best use" development and management of the waterfront in Erie, PA. It means the ability to utilize the natural resource to create and maximize aesthetics, economic impact and quality of life for businesses and residents of our community.
- The Port is a vital part of the economy of the area. This area services all sectors including manufacturing, retail, recreation and tourism which provides employment opportunities to our residents and adds to the overall quality of life to our residents.

### 2. Describe the Port 10 and/or 20 years ago and what is better /worse about the Port today.

- Ten or more years ago, the Port was mostly commercial (sand docks, grain elevator, ship building, etc.) and there was not much development to draw visitors but quite a bit of changes have developed such as the library, condos, restaurants, convention center, etc. I believe that overall, the Port is better than 20 years ago but it still has much room for improvement.
- Certainly the Port has become very active in beautifying the Bayfront as well as retaining/providing public access. The Bayfront Parkway kicked these changes off, but the Port has taken advantage of that new infrastructure in ways that couldn't be foreseen 20 years ago. It would be good to keep as many natural areas as possible along the Bay,

especially at the mouths of Scott, Cascade and Mill Creeks. Let's not armor plate the entire Bayfront.

- Great attraction for Erie, visitors, and outdoor activities.
- 20 Years ago the port was only about ships, boats, industry and commerce all serviced by dirt roads (paths). 10 Years ago public and pedestrian access was quite limited. Today the port is much more diverse, appealing and accessible.
- Was mostly industrial and commercial shipping, but today it is more recreational boating and community events.
- Today the Port is more integrated into the community and more attuned to making the waterfront accessible to the community...they also have a greater leadership role.
- The Port has improved through the implementation of the Master Plan for waterfront development that was identified many years ago. A significant improvement was the Port's ability to provide access to the waterfront. The waterfront is a natural resource that all should be able to access and enjoy, which relates to the answer to the first question. . . that a thoughtfully planned "best use" development is critical to maximize the Port's potential.
- The Port has developed significantly over the past 10 years with the assistance of not only the Port Authority, but also the construction of the Bayfront Parkway by PennDOT. New businesses, redeveloped manufacturing and recreation sites, and the approval for some residential spaces. Overall, I can not think of any aspect where the Port is worse than it was 10-20 years ago.

### 3. What would you like or envision the Port to look like in 20 years?

- I would like to see the Port with more on-water restaurants, shops, aquarium, etc. for people to visit; something to draw more people to the waterfront. I also believe that there needs to be more places for boats to pull up and moor to visit such venues. I've been in many other waterfront cities where boats can pull up and go to a restaurant or go shopping etc. At the present time, there are only 2 restaurants to visit on the water by boat and they only can accommodate about 4 boats each. Also, Liberty Park needs a place for the boats to moor so that the people can get onshore to visit the vendors and see the entertainment (at least they now turn their speakers so that they can be heard on the water). I understand the some people would like to see more condos on the water but that only accommodates a few people but if we had shops, restaurants, etc, then thousands of people can visit.
- I'd guess there will be more upscale residential development. I'd like to see the old shingle plant next to the convention center reused commercially, saving parts of the plant if possible. Water quality and public access are key. Promote recreational activities.
- More of what has been going on with development and more project labor agreements to help keep Erie natives working but yet we must

leave plenty green space for outdoor activities and preserve the beauty of the bay.

- The port would have more destinations i.e.; restaurants, retail and residences. It would be more closely tied to the city neighborhoods and downtown by walkways, bikeways and public transportation. The shipyard and marine terminal would be even more vibrant and active.
- Continued growth in the direction it is now taking, responding to whatever economic opportunities emerge.
- An environmentally friendly area bustling with activity on the water and along its edges...good riparian buffers with opportunities for kayakinc, canoeing, hiking and fishing...an area dedicated to the history of fishing in Erie.
- I would envision it to be a multi-dimensional mixed use waterfront that carefully and appropriately balances industrial, commercial, and recreational uses to maximize the potential of each component.
- I would love to see an increase in the use of the Port for the transportation of goods and services to other markets. Also, I believe it is important to develop additional residential opportunities and mixed use development. I would also like to see additional parking for transient boaters who would like to travel from Canada or other areas along the Great Lakes. They should have the ability to pull up and park their boat, catch a trolley and enjoy everything the City has to offer.

#### **4. What will guide the Port to ensure your vision of the Future?**

- The team needs to listen to the community to ensure that all the needs are met including improvements to benefit all. They should put together a detailed plan along with how to achieve the plan and communicate that plan.
- Hopefully, the Port's planning efforts will be reviewed by the public and will serve as a guide to future improvements that fit the Bay environment.
- The port authority, city, building trades, plus outdoor enthusiast of all kinds.
- A plan that squeezes as much fun and desirability into visually pleasing structures within the limited amount of remaining developable land left on the bayfront. A plan that will encourage many visits by everyone throughout each season.
- A strong Port Authority Director. Port Authority Board Members who truly understand Port activities. Good grant writers.
- A wide range of individuals from the community.
- I think an engaged, open-minded, community-serving Board of Directors along with a professional and competent staff will create a future that recognizes the importance of a balanced approach to future development and operations. This vision is best realized through



cooperative relationships and listening to feedback from the community at large.

- I have worked with the Port Authority over the past several years. They have a fabulous Executive Director who has the strength to implement guidelines of the master plan. They are fully staffed with competent individuals who can supply grant writing and maintenance services to not only construct the recommendations but maintain them to a level which is often above what is expected. The Port Authority also has a strong and knowledgeable board of directors who assist with the prioritization and funding of the master plan. Having all three of these pieces working together, the organization as a whole will have the ability to successfully guide them to ensure the COMMUNITY vision of the future of the Port. I am not worried about if my vision is carried through, this is a community process and the master plan should reflect that.

**5. How can the Port affect you, your business, and your community, both positively and negatively in the future?**

- More events. More residential development. Sustained shipping infrastructure. More recreational areas.
- Definitely helps Erie be an attractive town to survive, keep Erie natives living here, and attract tourists all year around.
- The port can positively effect all of us by continuing it's path of development, by enhancing access, programing and development of new uses and facilities, and continue to consolidate the shipping and industrial uses. The port can negatively effect all of us by limiting land to private uses, by not continuing to ensure new development is visually pleasing and by not continually expanding public access.
- Being more sensitive to its tenants.
- Disregarding the environmental qualities along the waterfront, focusing only on economic gain . . .
- The waterfront is one of Erie's most valuable and unique assets. Its development is critical to position ourselves to take advantage of opportunities that present themselves in the future. A negative outcome would result if self-serving interests affect the Port plans and operations at the expense of initiatives that better serve the community at large.
- The Port is part of our organization and within the boundaries of the Neighborhood Improvement Management Association as adopted by City Council. The only negative effect the Port could have on our organization is if they stopped being as aggressive as they are with development of the Port or their maintenance. With the exception of the creation or development of any Locally Unwanted Land Uses (LULUs) and development and long term maintenance will assist with the overall redevelopment of the downtown.

# Appendix B

## Study Committee Meeting Agendas

**June 23, 2008**

11 a.m. Meeting time at the Port Authority's Cruise Boat Terminal at the foot of Holland Street

### AGENDA

#### Introductions

#### Project Scope of Work Review

- Site Survey
- Existing Conditions
- Programming
- Key Person Interviews (throughout)
- Analysis
- Conceptual Master Plan Development
- Opinion of Probable Cost – (updated throughout)
- Public Meeting
- Preliminary Master Plan
- Final Master Plan
- Implementation Plan Outline
- Public Meeting
- Summary Documents

#### Discuss Schedule

#### Discuss Project Goals

- Illustrate Port Site Development to date
- Create Connection – Vehicular and Pedestrian - Throughout Port and to city and community
- Identify Potential Development Opportunities – Economic / Recreational / Cultural / Social
- Identify trends based on upheavals in the energy market such as different ideas/uses for marinas, bike racks, etc.
- Integrate Sustainable 'Green' Design Principles
- Access

#### Present Survey / Existing Conditions Plan

#### Discuss questionnaire

#### Open Discussion on Project, Project Area, Project Goals

#### Questions and Comments

#### Next Steps

## **August 21, 2008**

Meeting Time: 11 a.m.-12:30 p.m.

Meeting Location: Port Authority large conference room in the Intermodal  
Transportation Center

Meeting Date: Thursday, August 21, 2008

### **AGENDA**

#### **Project Scope of Work**

- Where we are
- Where we are going

#### **Review Interviews**

#### **Programming**

- Issues, concerns and opportunities
- Questionnaire Summary
- SWOT

#### **Waterfront Existing Land Use Plan**

#### **Waterfront Circulation / Access Analysis Issues**

#### **Sustainable / 'Green Design' Discussion**

#### **Open Discussion**

#### **Questions and Comments**

#### **Schedule**

## **November 20, 2008**

Meeting Time: 11 a.m.-1p.m.

Meeting Location: Port Authority large conference room in the Intermodal  
Transportation Center

Meeting Date: Thursday, November 20, 2008

A light lunch will be served

### **AGENDA**

**Review Public Meeting****Brief Review of Key Person Interviews****Review Preliminary Master Plan Ideas****Preliminary Plan Charette**

- Review proposed list of plan elements to date
- Bring your ideas for development of the Waterfront
- Prepare to sketch or write your ideas as we move forward with the preliminary plan

**Open Discussion****Questions and Comments****Schedule Review****February 05, 2009****Our new look – Domokur Architects****Master Plan Goals****Existing Land Use****Existing Land Use Analysis****Proposed Land Use****Master Plan****Master Plan Recommendations****Discussions**

# Appendix C

## Study Committee Meeting Notes

June 23, 2009

Michael Kannard with Domokur Architects, welcomed the committee to the project. He then presented the scope of the project and work that had been done to date including:

- Site survey is complete
- Have begun collecting existing conditions for future analysis
- Started looking at the program elements, needs and issues on the Bayfront, that will drive the master plan
- Have begun key person interviews that will add critical information to the process and noted that many of the committee members would be part of these interviews

The project schedule was discussed noting future committee and public meetings.

The Project Goals were outlined as follows:

- Documenting development along the Bayfront to date since the last master plan in 1989
- Create connections to and from the Bayfront and within the Bayfront
- Identify potential development opportunities along the Bayfront – Economic, Recreational, Cultural, Social
- Integration of sustainable and “Green” design principle in the future development on the Bayfront
- Access to the Bayfront

Mr. Kannard discussed the questionnaire that was sent to the committee before the meeting. The questionnaire had several questions designed to get the committee member’s feedback on their view of the Bayfront; past, present and future. Many of the committee members either brought their responses or filled them out and e-mailed them to the consultant. The response are documented in a separate file and will be included in the final report as well as used by the consultant in development of the design program for the master plan. Discussions about the questionnaire and open discussions about the master plan and issues on the Bayfront overlapped to conclude the meeting. Several issues that were discussed included:

- Transportation
  - Parking on the Bayfront - too much, not enough, how it effects the Bayfront
  - Glatting-Jackson transportation report and how their finding can

- effect the Bayfront
- Connections to and from the Bayfront and what is lacking/needs to be addressed
- Neighborhoods surrounding the Bayfront and their involvement
- Public input in the process
  - Website possibilities

**Several comments that were made by the committee members in attendance were as follows:**

- How was the Study Committee selected?
  - Port -The Port's Advisory Board, and others that had vested interest. Let us know if there is anyone that we should include. We welcome input.
  - Consultant-We will try to keep everybody informed. Study committee is an important part and so are key person interviews. Let us know if there is anyone whom we should contact for interviews even if they are not on the committee.
- What is the full scope-area of the project? Does this project include Front Street?
  - Project area is to and including the bluff. Future city plans will address areas beyond.
- What happened to the Overlook Park Plan? Neighborhoods thought it was such a good idea but nothing has happen since its approval.
  - Consultant- We developed that plan back in 2001 so would also like to see it implemented. Much of the plan includes environmental remediation which is difficult to get funding for and would require partnership with the community, volunteer groups and probably local businesses for future maintenance and follow-up on the remediation procedures to make them successful. And this environmental restoration involves continuous follow-up – invasive plant species eradication, for example.
  - On the other hand, there were many hardscape elements to the plan that can be broken into smaller projects such as overlook viewing areas and retaining walls designed to increase park lands on bluff where space was limited and pedestrian access walkways over the parkway where funding may be more readily available. But funding dollars are always limited and will require persistence.
  - Port- Efforts have been made but funding sources did not provide enough money to fund the projects. Port plans to keep trying to implement these ideas outlined in the Bayfront Overlook Plan.
- Is the master planning process going to start over with a clean slate or going to use many of the planning documents, including specific project designs for areas along the Bayfront?
  - We plan to review all of the existing documents and the ones that remain valid will definitely be integrated into the plan. We have looked through some of them and there are many really good ideas and plans developed for the Bayfront.
- There seems to be a lack of diversity in the study committee.
- Port-Let me know of anyone I should contact.
- We need to show connections to the surrounding neighborhoods.
- Are the bluffs part of the project area? They are not shown on the map. And what about the Cascade Creek Delta area? And why is the water





## August 21, 2008

**Michael Kannard, planning consultant from Domokur Architects, welcomed everyone to the meeting and reviewed the master planning process noting the following:**

- We are now finishing existing conditions and looking at existing land use on the Bayfront.
- We are continuing to gather input from key persons in the community that can provide us with information critical to the development of the Waterfront master plan.
- Interviewees include Study Committee members and community members thought to have information helpful for the development of the master plan.

**Mr. Kannard then took the committee for a pictorial tour of the Bayfront that emphasized the prominent features of the study area. Study Committee members were then asked to participate in a SWOT exercise to share their views on the STRENGTHS, WEAKNESSES, OPPORTUNITIES, and THREATS of the Bayfront site and the following is a list of the responses:**

### STRENGTHS

- Erie-Western PA Port Authority controls most of the land
- Accessibility for boats and people to the water
- Land zoning that ties it all together (noted as a strength and weakness)
  - Public hearings in the development process
  - Zoning variances can be sought for special circumstances
  - Some development limited by ordinances
  - Ordinances to keep public views to the Bayfront
  - Ordinances to allow everyone to access the water
- Importance of the Bayfront to the community
  - Everyone wants to improve the Bayfront
  - Bayfront is a unique aspect of the city of Erie, PA
- Bayfront is a point of destination
  - A reason to come to Erie
  - "Erie's Front Door"
- Bayfront property compliments Presque Isle
- Port Authority's track record of multiuse development; integrating recreation, commercial, industrial uses
- Community involvement in development
- Mixed-use nature of Bayfront
  - Risk-taking in development (cruise boat)
  - Having a vision, a plan
  - Implementing plans
- Aesthetics of the Bayfront
- Water quality has been improving – the Bayfront is now considered a swimmable bay!!
- Improved environmental quality of the Bayfront and Bay and this needs to keep going
- Improved fishery
  - People travel here to fish steelhead, bass
  - A fishing destination
  - Helps local economy

- Year-round use of the Bayfront
  - ✘ Conventions
  - ✘ Ice Fishing
  - ✘ Dining
  - ✘ Ice Cream Social
  - ✘ Rumrunners
  - ✘ Ice skating
  - ✘ Ice etc. ...
- Facility improvements
  - ✘ Docking
  - ✘ Private investment being made on properties
  - ✘ Maintenance
- People now utilized Bayfront
  - ✘ People are drawn to it, especially in the last 20 years
  - ✘ Pepsi amphitheater a success

### WEAKNESSES

- Design guidelines
  - ✘ Too vague
  - ✘ Hard to enforce
  - ✘ Subjective
  - ✘ Ideas suggested for making guidelines better
    - Develop more specific, cohesive guidelines
    - Meld waterfront and downtown
    - Big picture thinking
- Dobbins Landing could be the “Perry’s Square of the Bayfront”
  - ✘ Disconnected from downtown
  - ✘ No identity
  - ✘ Questionable access
- Utility infrastructure
  - ✘ Difficult to develop
  - ✘ Cost prohibitive
- Cost is so high to do anything
- Buildings are built over water
- How the Bayfront ties to downtown and East and West neighborhoods
- Slow implementation of plans
- Parkway and bluff inhibit access
- “Bayfront” is limited
  - ✘ Land is limited
  - ✘ Geography is limiting
  - ✘ Roadways are limiting
- Liberty Park is hard to access by driving (high traffic/difficult parking) and by pedestrians (crossing Parkway)

**February 05, 2009**

Q: Where is Public Meeting?

A: Erie Maritime Museum auditorium

Q: What is schedule and will you be taking public input at the meeting?

A: Project scheduled to be completed at end of March. The public presentation is of the final draft so it gives the public a chance to comment.

Q: Will the presentation be on the Port Authority's web site?

A: Yes. The public presentation will be on the web site and will request comments. We will place hard copies in the library for public review after the meeting.

Q: Pedestrian traffic should be funneled through downtown central district. State street is the artery of the city and the connection to the Bayfront historically. This will keep the city more alive. If we give other options for reaching the Bayfront, then how do you get people to the downtown? How do we support the downtown heart of town? Parkway and Pedestrian bridge at Cascade would allow people to avoid coming through downtown. Do people really use the bridges?

A: People will still access the Bayfront via State Street. The bridges will allow more options for pedestrians to reach specific destinations of the Bayfront such as the Liberty Pier. This will be used by people in the surrounding neighborhood and may also help to keep more cars off the Bayfront. Bayfront does not function as a Parkway as it should and is more of a highway. PennDOT has developed studies to funnel people down 12th Street to State Street to get to downtown. We are proposing changes to Parkway to make it feel and function more as a parkway such as landscaped medians and pedestrian crosswalks that provide the roadway with more of a pedestrian feel.

C: Residents from Eastside find it much easier to use the Bayfront Parkway to get to the west side of town. 12th Street is out of the way.

A: The Bayfront Parkway, according to PennDOT has always been designed as a Parkway and not a thoroughfare or highway. It was to provide access to the Bayfront.

Q: What studies have been done to show that the Parkway should be 35 mph speed limit?

A: PennDOT has completed studies with the firm Gladding Jackson that shows there are better alternatives to access into the city and through the city by upgrading and using 12th Street as a main east to west connector. It shows the number of lanes on 12th Street should easily carry the traffic now using both 12th Street and the Parkway. PennDOT has been testing changes to 12th Street that will make it more efficient in carrying traffic through and into the city.

Q: With the addition of more development on the Bayfront/the mixed use areas shown on the plan, will bring more traffic to the Bayfront. There is limited parking now? Also, what happens to parking at boat ramps at Chestnut Street when the street extension is constructed? Where did the idea of boathouses come from?

A: We propose the use of parking garages to decrease the existing paved surfaces on the Bayfront and to handle future traffic. The Port Authority is also working with PennDOT to develop a park and ride lot on 12th Street to relieve some of the parking needs on the Bayfront. The roadway extension near the Chestnut boat launch has parking integrated into the design of the short roadway. There may be the removal of one or possibly two spaces at the boat launch. That is still being worked out. But the spaces on the new roadway will be available for public use. The Port Authority is developing the plans for this roadway extension and have received funding for construction.

Q: Has there been environmental studies done on the fill for this road extension project? There has been a lot of fill done in this area over the years.

A: (someone in the audience commented) Yes, because this is a federally funded project so that is part of the requirement.

Q: Is rail associated with new facilities for Port expansion? Where is that? How would the new rail lines effect the Parkway? Will there be increase in truck traffic?

A: The Port expansion for a container shipping facility is presently under study. There is a rail expansion planned but it is a side rail off of the main line and occurs once it is on the working port property. Whether there will be increased rail or truck traffic is still to be studied as is the

feasibility of the entire project.

Q: What are the boundaries of the proposed Central Bayfront District? Is the Bayfront Center for Maritime Studies facility included in this district?

A: This District is seen to include the former GAF plant to the west and all land between there and the Intermodal Transportation Center. So, yes, the BCMS is included. It is seen as a critical civic type structure/function of this district, as is the library and the maritime museum.

C: Good



# Appendix D

## Public Meeting Agendas

**October 2, 2008**

Meeting Time: 5 p.m.-7:00 p.m.

Meeting Location: Intermodal Transportation Center 208 E Bayfront Parkway

Port Authority Office Conference Room, 2nd Floor

Meeting Date: Thursday, October 2, 2008

### AGENDA

#### Introductions

#### Scope of Work: Waterfront Master Plan Project

#### Erie Downtown Master Plan Summary (10-15 Min.)

- John Elliott, Executive Director, Erie Redevelopment Authority

#### Gladding Jackson Traffic Study Report Summary (10-15 Min.)

- Bill Petit, PennDOT District 1 Engineer

#### Waterfront Existing Condition Review and Analysis

#### Waterfront Historical Context

#### Waterfront Existing Circulation / Waterfront Access Analysis

#### Waterfront Existing Land Use Review

#### Waterfront Circulation / Access Analysis Issues

#### Waterfront Master Plan Conceptual Recommendations

#### Open Discussion, Questions and Comments

#### Where We Go From Here

#### Community Review of Plans

- Please Mark Plans with Comments and Suggestions

**February 19, 2009**

**Master Plan Process**

**Historic Changes to the Bayfront**

**Existing Land Conditions**

**Existing Land Use Analysis**

**Proposed Land Use**

**Master Plan**

**Master Plan Recommendations**

**Question / Comments**

**Review Master Plan in Lobby**

# Appendix E

## Public Meeting Notes

October 2, 2008

The following is a summary of verbal and written comments made at the first public meeting.

- Pedestrian connections across Parkway are needed, especially overhead walkway
- Support extending Liberty Street and an east side street to intersect with the Parkway
  - Raise property values
  - Connect the neighborhoods to the Bayfront
  - Help make pedestrian connections from neighborhoods to Parkway and Bayfront.
- Restrict large blocks of private housing on the Landing that would limit public access.
- Public access to waterfront should be maximized
- Preserve visual character of Bayfront and develop Architectural controls
- Preservation on Bayfront is desired (history / historic & older structures)
- Land Lighthouse preservation desired
  - Port should own and operate Land Lighthouse.
  - Neighbors on Lighthouse Street worry about traffic on their street.
  - Feel Dunn Boulevard would be better connection to lighthouse
- History Interpretation / celebration on Bayfront is desired
  - Old French Fort history
  - AW Blockhouse
  - Smokestack should be preserved
  - Historically a large fishing port. Maintain this character and history.
- Retain Views of Bayfront
  - Do not obstruct views of Bay with high buildings, mounds of earth and piles of stone.
  - Limit tall structures as regulated by zoning – 50' max.
- Maintain public dock character of landing area. Preserve maritime experience and culture on Bayfront
- Trolley on Bayfront and around city / some transportation link to Bayfront from downtown. Is desired
  - Electric trolleys like ones that used to run in Erie.
- GAF plant development ideas
  - Look at Granville Island in Vancouver, BC. for ideas
  - Agree with mixed use development
  - Specialty markets and shops
  - Save old structures
- Liberty Street Connection to Parkway – Concerned about Negative effect on Neighborhoods
  - Traffic studies and evaluation of this connection's effects on neighborhoods are needed first.
- Reduce traffic and aggressive driving on Parkway
- Noise reduction needed along Bayfront Parkway trails. Large retaining walls intensify noise
- Consider hospital response time access when altering traffic on

Parkway.

- Factor in the additional traffic on the Parkway that will be generated from new development on the Bayfront
- Not thrilled about large high buildings in the McAllister project
- Maximize the green space on the Bayfront. As seen by Presque Isle, green space is a big draw.
- Do not make the Bayfront a parking lot.
  - Develop Parking structure on Bayfront to minimize parking footprint
- Restaurants and retail on Bluff might remove need for as much development on Bayfront.
- Consider tourism in development of the plan.
- Boat storage - Move to industrial area of port
- Consider Short-sea shipping concept-shipping containers and tractor trailers.
- Public art integrated into Bayfront development – (with quality control)
- Extend Parkway Trail up to 6th Street and Bluff Promenade Trail down to Cranberry Street
- Parking on Bluff maintained for views of Bay.
- Sustainable ideas incorporated into Bayfront development
- Relocate Park & Ride off Bayfront
- Consider Mixed use development on Bayfront
  - Senior housing / multilevel care units require less parking
- Consider Theme Park on Bayfront
- Consider In-door shopping facilities due to climate limitations

## Web Comments Based on Public Meeting 1

The following is a summary of web comments received from the posting of the October public meeting presentation on the web site that was sent to attendees and to other interested parties' throughout the community:

- 10/10/08 -Likes idea of improved pedestrian crosswalk across Parkway at Cranberry
- 10/13/08 -Wants Port Authority to address the needs for Short Sea Shipping facilities.  
-Probably an expansion of current docks generally around Erie Sand & Grave land Biofuel docks.
- 10/13/08 -Concern about the center island idea for pedestrian crosswalk across Parkway at Cranberry.  
-It would help pedestrians but would inhibit cars turning south onto Parkway from Cranberry since they use the center lane as a merging lane.
- 10/28/08 -Important to slow traffic on Parkway. Like idea of boulevard on Parkway.
- 11/19/08 -It is difficult to evaluate a plan of the GAF plant area without a solution on the future of the property.  
-Like to see underpass at State Street converted to public access path  
-Like to see a round-about at State Street form traffic flow and aesthetics
- 11/20/08 -Like to see a coffee shop or snack bar at Lampe Marina for campers, fishermen and marina
- 11/28/08 -Pedestrian bridges connecting the neighborhoods south of bluff is important  
-Would have an economic impact on the city and would improve safety for pedestrian
- 11/28/08 -Would like to see first priority to be pedestrian bridges across Parkway  
-Like to see retail space at old GAF plant  
-Like to retain several old buildings at GAF plant
- 11/30/08 -City of Erie is much more than the Bayfront but it is Erie's crown jewel, face of the city and single greatest resource.  
-Like emphasis on preservation of green space, reduction of light pollution, improve pedestrian access.

- 12/02/08 -Comments from Patricia Norcott representing Senator Earll  
 -Need outreach to property owners facing Front and Second Street so they know when meetings take place.  
 -Concern about extension of Liberty Street to Parkway. Steep grades, loss of the bluff, safety of entry onto Parkway are concerns.  
 -Pedestrian and bicycle access across Parkway are high priorities for communities on bluff.  
 -Concern about boulevard on State Street from Parkway to Dobbins Landing. Blocking views, viewing signage and potential reduction of vehicular access in that area are concerns.
- 12/03/08 -Wants pedestrian bridges across Parkway in the final plan.

### February 19, 2009

**The following are public concerns and comments that were left on comment sheets provided at the February public meeting.**

My name is Hilary Entley I live at 1110 West 4th Street. I think this ridiculous pedestrian bridge is just another way to stall this neighborhood and keep putting off the fact that we need a pedestrian LIGHT! The bridge idea is too big, there is no where to put it down & it will tear up what little land is undeveloped along the Bayfront! There are groundhogs that live there & we all enjoy watching them.

As soon as that Bayfront convention eyesore was up they got a light. I guess if it's bringing in money it's more important? I guess us mere pedestrians' lives aren't important because we don't pay money to cross the street?

It's a stupid idea and no one wants it, what we DO want is a light. Back in the old days government was by the people and for the people. I guess it's now by some people for their own interest.

We live here and we want a light!

Sincerely,

Hilary Entley

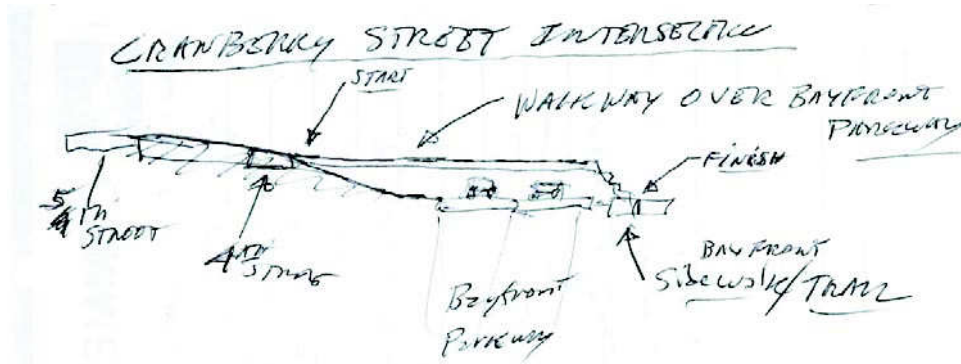
Taking traffic lanes away from State Street in any way will cause bottlenecks for local traffic. It will cause hold-ups for State Street Business.

Brian Mackenzie

Keep parking at foot of Liberty Street between Popular Street and Plum Street for citizens, just to pull up in their cars, park, and overlook the bay.

Cranberry Intersection at Bayfront Parking

As you walk down Cranberry Street towards the Bayfront Parkway, you start an overpass walkway at 4th & Cranberry and go level on across the Bayfront Parkway and then down steps or ramp onto the bay side sidewalk/trail then run along the Parkway.



Existing Cranberry Intersection very hard area to cross Bayfront parkway – an accident waiting to happen – needs to be improved.

I like the extension of walking trails, etc.

And overall – Looks Good – Good Job – Keep it up! Good to have a Master Plan to guide Future Development!

Don K.



# Appendix F

## Chamber & Growth Partnership Meeting Notes

November 12, 2008

The following is a summary of the comments voiced at the meeting held for members of the Erie Regional Chamber and Growth Partnership organization November 12, 2008.

- In your list of Objectives, in the presentation, what is meant by Insuring economic sustainability?
  - That is in relation to the balancing land use on the Bayfront and we mean that the balance is not to make sure all types of land uses are equally distributed throughout the Bayfront but that there is a mix of land uses and that those uses must be supportable or add support to other uses. For example, there needs to be adequate spaces allowed for the industrial and work port portion of the Bayfront so existing and future needs of these uses are provided for but that doesn't mean that it should be spaced throughout the Bayfront.
- Will this plan coordinate with other agencies?
  - We have spend countless hours interviewing people, organizations and government entities about what we are proposing and what they have done relative to our work and what they would like to see in the master plan.
- Will this plan be a color block diagram or show more specific design decisions.
  - It will likely be a mix of both. Where we feel we can make decisions due to control of ownership of properties, then we will be specific about design decisions. Where we feel it is not appropriate or possible to be specific due to private ownership of land or not enough available information, then we will more general in our decisions. But in the end, even in those areas where less detail can be provided, the plan will provide direction for desired character of future development in those areas and/or will provide detail on issues that will directly relate to or will be effected by the development of those areas such as making recommendations on circulation patterns or potential of land-swap ideas.
- The Bayfront Urban Zone as defined on the plan is an area where the process of development is of high importance to the business community.
- Are there any projects that are affordable within the next 1-2 years?
  - Yes. Some of the projects shown on the plan are either in the process of being further developed by the Port Authority or have been approved and are seeking or have received funding. For

example, the McAllister Place project has been presented to and approved by council but still awaits funding/investors. The roadway extension east of the Chestnut Boat launch area has been designed and approved and partially funded. The Transient Docks near the hotel in the West Canal Basin has been funded.

- Who is the driving force of this master planning process?
  - The Erie-Western Pennsylvania Port Authority has taken the initiative to apply for and receive grant monies to develop the plan. Part of their process is to reach out to the community for guidance of the plan.
  
- How does the business community link with these types of plans/projects?
  - This question led to internal discussions among the members about a need for communication among members.
  
- How will the business community and their input be used.
  - As noted above, we are presenting our plans to the community, the business community included, to gather information and direction to help guide the plan.
  
- There needs to be a collective effort between the Municipal Planning Organization (MPOs), the Port Authority, the City of Erie, the Erie Metropolitan Transit Authority (EMTA), Erie Redevelopment Authority, etc.
  - This also led to internal discussion about how these organizations can stay up to speed with this and other planning processes.
  
- The plan needs to go back to basic economics such as cost and funds available.
  
- There needs to be a connection to the downtown.
  
- Primary transportation authorities need to be on-board with the plan.
  - It was noted that we are utilizing various planning studies developed by PennDot and have met with them throughout the process.
  
- Look at other cities and how they have gathered input into their planning process and how they have garnered funding for projects.
  
- The group made a general comment about the need to step up communication within their own ranks on these types of projects.

# Appendix G

## Articles

Outside Erie

by Peter Panepento

GlobalErie blogger Dale Hannah attended last night's meeting on the proposed master plan for Erie's bayfront.

October 3, 2008

You can read the full report on his blog, [What If?](#)

It looks as though the planners are pushing for a mixed-use project that would better incorporate the bayfront with downtown Erie.

Michael Kannard, the Planning Architect, outlined a preliminary Land-Use Plan for the Bayfront, taking into account the varied usages now in effect, and how to pull everything together into a workable, cohesive, plan.

In general, he seemed to be very much in favor of a mixed-use formula, incorporating recreation, retail, and residential usage. Layered usage, with retail on the lower level, possibly offices on second level, and apartments on the top floors would maximize the space available for development. He also detailed the need for much more green space and public access to the water all along the waterfront. Possible enhancements would include a boardwalk out to the wetlands of Cascade Park, expansion of Overlook Park, and adding to the trail system. Lampe would become parkland, possibly with another amphitheater, and the areas around the Land Lighthouse and Wayne Blockhouse would be improved, possibly with new concession stands and public facilities on site.

Most undeveloped areas surrounding Dobbin's Landing would be layered usage, again, with green space and public access to the water where possible. Some areas are privately owned, so planning of those sites is not possible. They include the Scott property and the GAF property.

To improve traffic flow along the bayfront, it was suggested that a light rail or trolley would be a good addition. Also welcome would be a plan to somehow tie the land atop the bluffs to development of the bayfront, thus helping to revitalize the neighborhoods. Suggestions included a restaurant on top of the bluff overlooking the Bay, and better access down to the parkway.



## New Visions for Erie's Bayfront

Reported by: *Chris Cerenelli*  
Thursday, Feb 19, 2009 @09:09pm

Akron, Ohio architect Michael Kannard is bringing his firm's ideas together with those of Erieites to breathe new life into its bayfront.

"It's a beginning...like any planning, it's a step in the process," he says.

Thursday night, the public saw those ideas for themselves. The Erie-Western Pennsylvania Port Authority has been working with Domokur Architects to formulate these plans since last April.

"Public access on the bayfront and public access to the bayfront- please, let us get there a little better, a little faster, a little safer."

Much of this master plan centered around public input on building a smoother connection from Erie-city to the bayfront. That's an idea many on the public planning committee for the project see as Erie coming full circle.

One of those members, Jeff Gault says "The people who have left the city over the last 50 years to move to suburbia- the kids are grown, they now are taking advantage of the cultural benefits of living in center-city and moving back into center-city."

Some of their ideas included walkways from the bluffs down to Dobbins Landing as well as retail and commercial development between the GAF Building and the library. There are also plans for a median along the Bayfront Parkway. Those close to the project say it's an important step forward for the city's infrastructure and livelihood.

Ray Schreckengost, Executive Director of the Port Authority says we need "Commercial, retail, housing, etcetera to make sure that as we build things out, those aren't lost in the shuffle and to continue to make sure that we pursue a mixed-use concept so that everybody has a portion of the bayfront that they can utilize."

City leaders agree and say this forum for new ideas stresses the importance of knowing where you're headed.

City Council President Joe Schember: "My experience in the public arena so far is that we don't plan enough, we're not thinking about the future, we're not looking far enough in the future. This gives us a great look into the future and I think that's very important."

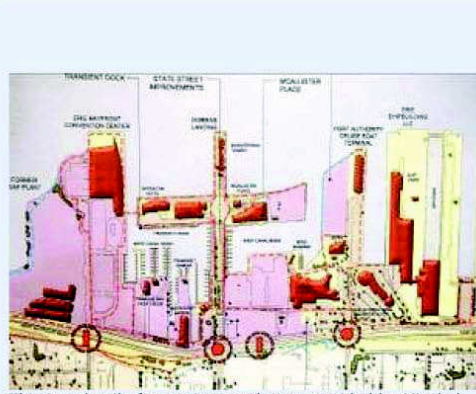
## Coke Corp. isn't in proposal

*Redevelopment plan sees new use for plant*

BY ROBB FREDERICK  
robb.frederick@timesnews.com [more details]

Erie Times [www.goerie.com](http://www.goerie.com)

Published: February 20, 2009 12:01AM



This is a detail of an artists rendering provided by Michael Kannard of Domokur Architects in Akron, OH. The drawing shows some of the proposed improvements along Erie's Bayfront. This part of the drawing shows some of the proposed improvements in the Dobbins Landing area. One of the major improvements include pedestrian bridges that span the Bayfront Parkway.

Zoom | Buy this photo

The architects of a 10-year plan to improve Erie's waterfront envision a hub of mixed-used development at the East Avenue site of Erie Coke Corp.

There's just one problem: The coke plant is still operating on the 60-acre property.

The lead author of the redevelopment plan -- prepared for the Erie-Western Pennsylvania Port Authority -- waved off talk of the Erie Coke property at a public hearing Thursday night. But the future of the coke business, which in 2008 was smacked with a \$6.1 million fine for air-quality violations, clearly has been considered.

"The bottom line is, there's only so much you can do with the land you have," said Ray Schreckengost, the Port Authority's executive director.

The redevelopment plan is a blueprint for the future of Erie's waterfront. But it's also a bit of a Christmas wish list. The total cost of all the projects in it could top \$100 million, Schreckengost said.

"You're not going to do it all at one time,"

he said. "But you have to look at everything."

The plan's authors -- the Cleveland design firm Domokur Architects -- identified several weak spots on the city's waterfront.

Some were obvious: idle properties, such as the GAF Materials Corp. site; and islands of tourist opportunity, including the Wayne Blockhouse and the Erie Land Lighthouse.

The plan would extend trails to both of those sites.

But the project's authors also want to open more of the waterfront to pedestrians and residents of the bluffs neighborhoods.

"That's significant," Erie City Council President Joe Schember said. "It connects the city to the bayfront."

To do that, planners would put three footbridges over the Bayfront Parkway. They would cross from Cascade, Sassafras and French streets.

# Appendix H

## Key Person Interviews

06/09/08 Discussions with Jeff Gault

Jeff is a local real estate agent and resident of the west side bluff area overlooking the Erie waterfront. He is also connected with the local group, BABO, Bay Area Beautification Organization that owns property along the Bayfront.

- Interviewed Jeff after the committee meeting on June 9, 2008.
- We discussed the idea of connections from the Bayfront to nearby local parks, green spaces, churches, schools.
- Jeff offered to document these locations on a map with his knowledge of the area.
- His experience in the local real estate market provides him with the expertise to know many of these areas.
- Jeff offered to put this information on a map and send it to us.
- We discussed recent issue that pertain to properties on the Bayfront that might effect the plan
- Jeff mentioned the possible sale of a local marina and directed me to a recent article in the Erie Times Newspaper about the owner of the Bay Harbor Marina owned by John Britton.
- He owns the marina and the piece of land on the Liberty Park pier where boats are stored.
- John Britton, the owner, apparently has an offer from a California firm to purchase his property. Jeff says it is very preliminary but may greatly affect/influence the Port master plan. He said John had previous plans to build a restaurant on his property that never were developed. Jeff informed me I could get the article on-line from the newspaper.

07/10/08 Interview with Ed Kissel

Met at Erie Intermodal Building, Erie-Westren PA. Port Authority office conference room. Ed showed historic Erie Bayfront slides and discussed history of the Erie Bayfront and Port. The following is a summary of the discussions:

Attendees:

- Julia Eagles                      Erie-Western PA Port Authority
- Michael Kannard                Domokur Architects
- Ed Kissel                         S.O.N.S. of Lake Erie, BABO
- Commonwealth of PA gave the City of Erie jurisdiction over water lots along the Bayfront ? years ago.
  - Northern boundary was 1712.58' north from the centerline of 2nd Street
  - Foot of Perry's Landing Yacht Club is on this line
- Perry ship building occupied Piers 1, 2 & 3
  - Pier 1 is now the Niagara Pier condominiums
  - Pier 2 is now Lawrence Pier/Perry's Landing Marina



- City of Erie Sold off land on the Bayfront to architect and developer Herman Weber in the 1980's for \$4 Million
  - Some of land was over the city owned property line
  - Sold three piers on west end of Bayfront. Plan included:
    - Pier 1, condos (250' over the city property line so had to pay State \$6400)
    - Pier 2, Yacht Club and maybe condos (ended up as Perry's Landing)
    - Pier 3, recreation and condos (ended up as Liberty Park) (developer had to agree to build a 2 acre park for public and build public pedestrian walkways along perimeter)
- Ed mentioned the RCR Yacht sales location is suppose to be a public passive park
- Ed advocated for a passive/wetland park with public access by the Mill Creek Tube
- Ed showed historic photos of the Bayfront and Presque Isle from the early 1980's and 1990's, before and during construction of the parkway
- Bayfront Parkway built between 1990-92
- Public fishing pier at foot of Pier 3 – Liberty Park- has not been built but was in the original agreement with the developer that dictated public access on Pier 2 and 3.
- Erie zoning ordinance states that every 670' from a point around where Cascade Street would extend north to the Bayfront, there has to be an entrance/exit from the public access walkways along the water's edge.
- Ed noted that the east end of the Bayfront became more industrial due mostly to the fact that shipping came in from the east end and therefore required less dredging.
- 1987 City of Erie Waterfront Zoning states that any development along the water front will have public amenities accessible from sun up to sun down
  - Begins at centerline of Cranberry Street
- Ravine Park is along the Bayfront on the far west end of Bayfront
  - Erie Yacht Club / Fern Cliff
  - Property Port sold off to boathouse owners -Controversial issue
- Bayfront Parkway crossing
  - Feels Liberty Street/Liberty Park area is great location for a pedestrian bridge
  - Liberty Street wide enough for bus traffic
  - People already use this access to view Bay
  - Foot of Holland Street is a perfect spot though land is limited
  - Used to be a pedestrian crossing across the railroad tracks at Walnut Street before the parkway was built.
    - Feels PennDot should have been required to put a bridge back at this location once parkway built.
- BABO – Bay Area Beautification Organization – Purchased old railroad properties along Bayfront.



06/27/08 Phone interview with Sue Moyer

Sue Moyer is the Executive Director of the Bayfront Eastside Taskforce (BEST). BEST is a partnership involving the following organizations :

- The East Bayfront Neighborhood Watch
- Erie Insurance Group
- Hamot Health Foundation
- The City of Erie

BEST's Vision, as noted on their web page "is to improve the quality of life in the East Bayfront Neighborhood for the residents and assure a stable, desirable working environment for businesses and their employees." The organization focuses on activities in the area between State Street and Wayne Street from the north side of East Sixth Street north to Front Street. BEST was first formed in the 1970s as a non-profit development arm of Erie Insurance to rehabilitate the Federal Row townhouses on Holland Street between East Fourth and East Fifth Street. The organization was deactivated for about 20 years after accomplishing this goal. It was reactivated in 2000 as a partnership between the East Bayfront Neighborhood Watch, Hamot and Erie Insurance in response to the East Bayfront Neighborhood Strategic Plan.

BEST Goals are to promote

- Quality Housing
- Youth and Safety Programs
- Coordinated City Services
- Positive Neighborhood Image

Sue was interested in having me attend their Eastside Task Force (ETF) meeting to gather input from the members. There is a September 8 evening Task Force meeting that I plan to attend. Sue and I did have a brief discussion about concerns their group has discussed in the past regarding the Port and previous plans developed by the Port

- Sue mentioned that 4 grants were sought for projects from the Bayfront Park plan and always rank last for funding
- I am not sure I understood who going after the grants/ who had control over their project in last place for funding
- Sue questioned was why the Port Authority is developing the master plan - I explained:
- Updating land uses existing on the Bayfront at this time onto a new survey base map
- Updating the base map with projects that have been done since the last Port master plan in 1988
- Gathering projects/ideas on the Bayfront already on the table or designed to various levels though not yet implemented, evaluating them for their relevance and integrating the relevant ones into the plan
- • Identifying areas of potential future development along the Port

- Developing concepts for developable areas and for a future vision of where the Pot may go in the next 10 to 20 years
- Sue expressed her concern and that of the ETF and neighborhood that the plan would not lead to actual projects
- The community was asked for input and support for the Bayfront Overlook Park Plan a few years ago and the ETF and community supported it
- Community feels nothing has been done as far as implementation of projects from that plan.
- Concern that same thing will occur with this plan
- I explained that I was involved with the Overlook Park Plan and the first intent of the plan was to allow the Port Authority to acquire the State-owned property on the bluff after demonstrating the Port's intent to maintain the bluff as public property and illustrate the Port's intent for improvements on the bluff. This would protect the bluff from commercial development, allow public access and protect the view of the bay from the bluff.
- I expressed that the Port has succeeded in protecting the bluff from commercial development and has provided public access.
- Explained that the implementation portion does take funding and that the Port has expressed their commitment to implementation of the plan as funds come available.
- Outlined elements that will likely come first since are easier to implement:
  - Hardscape elements - roads, walks/paths, overlook areas, pedestrian crossings (built structures)
- Explained that certain elements of the plan are more difficult to implement such as restoration of the bluff hillside / eradication of invasive species.
  - May be tougher to fund
  - Not something you do once and walk away from-needs to be a continuing effort
  - Needs to be in partnership with the community (organizations, volunteers, garden clubs, schools)
- Sue mentioned issues with Three Forts Heritage Monument – my understanding of her comments/concerns:
- An endowment established from a former university president or professor for maintenance
- Concern that monies are not being spent to maintain monument
- Issue with ETF wanting to expand the maintenance into larger projects but Port not supporting them
- ETF went after grant but grantee found that ETF did not own property and would not give grant funds
- Feels the plan should include monies for a maintenance endowment for any development on the bluff
- ETF concerned about preservation of history on Bayfront/Port
- Opportunity with GAF buildings that may be preserved
- Suggest I contact Chris Magoc, local college professor and part of a new 501C3 preservation group

## 07/10/08 Interview with Bill Petit, PennDot

Met in Port Authority Office in AM of July 10. Julia Eagles attend much of the meeting. We discussed input that PennDOT has that will assist the development of the Bayfront master plan. We discussed projects that PennDOT has had or that are currently being developed or future plans for the metropolitan Erie areas that will affect the Bayfront.

## Attendees:

- Bill Petit PennDot
- Julia Eagles Erie-Western PA Port Authority
- Michael Kannard Domokur Architects

- One main issue we discussed was the Bayfront Parkway; its effect of the Bayfront, the Bayfront's effect on the Parkway and changes being planned or considered that will effect the Parkway and the Bayfront
- Community and community groups are strongly in favor of a pedestrian connection across the Parkway between the downtown and neighborhoods to the south and the Bayfront to the north
  - No immediate specific plans
  - Has been discussed for years
  - Bill is committed to continue seeking funding for these pedestrian connections
  - This is a major cost item and would be a major item in this funding
  - We both agreed that overhead pedestrian connections should be developed as a major design element and at same time not block views to Bay
- Roadway Enhancement funding includes for projects such as Pedestrian and bike trails, landscaping, lighting along roadways and bridges – projects typically not in highway funding
  - This enhancement funding project called TIP Transportation Improvement Program Funding for roadway enhancement projects – Finite pot of money
  - Funding has dried up for now for these enhancements in this funding cycle
  - A four year funding cycle coming to an end – priorities updated every two years - coming soon
  - Cost for construction are rising and available funds decreasing with the present focus on bridge upgrades around the State
  - Balancing act for PennDOT since bridge repair critical for safety but no one sees the work
- Port and the Bayfront has benefited many times in the past with this enhancement funding
  - Trails and landscaping along the north side of the Parkway at the Bayfront
  - East side connector landscape and wall and overpass enhancements
  - Bayfront Promenade
  - Pedestrian access around convention center
  - Enhancement monies were not available during construction of

- west side connector project though PennDOT did agree to grade level areas along Parkway that eventually was developed (? By BABO) into a trail that connected Frontier Park
- PennDOT concerned with maintenance commitments for projects constructed under these enhancement funds
  - Need to ensure local support
- Discussed projects and issue of concern that PennDOT had been involved in regards to improvement of the Bayfront and the Bayfront Parkway
  - Traffic congestion on the Parkway is a major concern
  - PennDOT has been criticized for not adding more lane to the original Parkway
  - Did not see it a freeway but as a Parkway that would not separate downtown from bayfront
  - Looking at a variety of transportation options to decrease traffic / improve traffic flow on Parkway
  - Have routed trucks around and not on the Parkway
  - Parkway use to be recreational and a destination route to Bayfront, not a commuter route
  - PennDOT being pressured to put more signals on Parkway to allow exits from streets
    - PennDOT thinks this slows traffic and creates more congestion
    - Thinks enhancing existing east-west 12th St. corridor is better answer
    - Feels future development on Bayfront (large GAF and Scott properties) will increase traffic on Parkway so need to find alternative solutions for commuter traffic
  - 12th Street Redesign Project
    - Goal is to improve 12th St. as an east-west connector to relieve traffic congestion on Parkway
      - + 7 lane 12th St. with 13 traffic signals from State St. to city limits carried 27,000 cars
      - + 2 lane Bayfront Parkway with 3 traffic signals carried 25,000 cars
    - PennDOT committed to the public to do a Safety Study of redevelopment options on 12th St.
      - + Set timing of traffic lights to encourage traffic flow
      - + Reduced number of lanes from 7 to 5 by restriping
      - + Fewer lanes has not led to more congestion / wider lanes allow better turning radii
      - + Bill feels this has been a success and it will be documented in future
    - Looking at additional streetscape and traffic calming techniques that will enhance the visual quality of the street and improve the pedestrian experience on this street
      - + Bulb-outs at intersections will set parking back out of the main traffic flow
      - + Narrowed street provides on-street parking opportunities
      - + Narrowing the road to standard lane widths once it is determined that 5 lanes work
      - + Enhanced pedestrian experience with space to provide landscaping opportunities along the road and wider pedestrian access/walks with decrease in pavement
      - + Additional snow storage

- + Start this work at State Street since this is a major intersection, and work west-ward
- + New owners of old ? Gunitite site, Cathedral Prep school, approached PennDOT about doing these improvements near their site where they wanted to develop an athletic facility but PennDOT didn't want to start in middle
- + Redevelopment Authority, John Elliot, developed a master plan that makes State Street the spine of their master plan
- + Redevelopment Authority is targeting improvements between Sassafra and French streets so this would tie right into their plans
- ° Bill indicated some reluctance by the city due to some older plans for a transit-way mall 30 years ago on State Street that was not successful
  - + Plan confined parking areas to outside the shopping area along State St. and pushed for more transit-oriented movement on State Street to reduce vehicular traffic in the main shopping area and improve the shopping experience
  - + Bill feels it was poor time since trend was moving people outside city to suburbs so failure wasn't necessarily the transit idea
  - + Feels time is ripe now the alternative transit solution
- ▣ Park n Ride lot at Lincoln rather than on Bayfront – Gladding Jackson report idea
  - ° Bayfront ParknRide too close to destination
  - ° Could become a transit hub with other commercial development surrounding it
    - + Grocery store, daycare, dry cleaners, oil change, car wash, pharmacy etc.
  - ° Make ParknRide inexpensive on out skirts of town / Parking rates higher in city and Bayfront
  - ° Need reliable transit connections from this hub to destinations (downtown, shopping, bayfront)
  - ° Relieves pressure on Bayfront Parkway
  - ° Relieves pressure on Bayfront/Port to provide large parking lots- seas of asphalt
  - ° More space for commercial development and recreation on Bayfront
- ▣ How can all of these ideas gel and be a coordinated effort and happen in a timely fashion so it will coincide with development of the Bayfront
  - ° Bill says partnering is of course the key
  - ° Getting all local parties and PennDOT working together in leadership roles on common goals
  - ° The Port Authority, the Erie Redevelopment Authority (ERA), Erie Downtown Partnership, City of Erie Department of Economic Development, etc.
  - ° John Elliot and ERA is supporter pushing aggressive change downtown w/ Town Ctr Concept
  - ° Likely need to modify city ordinances for surface parking to accommodate these ideas
  - ° He feels many concerns of local players like Hamot Hospital were met with ERA master plan of the downtown core.

### July 11, 2008 Interview with County Planning

#### Attendees:

- Jake Welsh                      Director, Erie County Planning Department (ECPD)
- John Morgan                      (ECPD)
- Julia McConnaughey              (ECPD)
- Michael Kannard                  Domokur Architects

Met with the Erie County Planning Department to introduce the project scope to them and to get their input on ideas, issues and concerns they may have that pertain to the Waterfront Master Plan.

The following bullet points summarize the discussions:

- Recommend that we reference the market analysis information in the Erie Downtown Master Plan developed by the Downtown Redevelopment Authority and the Erie Downtown Partnership.
- Jake agrees with Brenda that Form-Based type zoning would be a good approach for guiding the 'look' of future development on the Port.
- Likes idea of creating view-sheds along the Port that protect views in specific locations.
- Has seen presentation about Park n Ride at 12th Street and Bayfront Parkway West and interested in this idea.
- Doesn't think park n ride on Bayfront is well used except for access and parking for Liberty Street Pier area and park.
- Likes idea of a separate road on waterfront that parallels the Bayfront Parkway.
- Concerned about breaks and bottlenecks in this connection at GAF, Chestnut Street Pier and the Wolverine Park area at State Street.
- Mentioned new road connector at Chestnut Street pier on Port and wanted to know more about this. Port is connecting the service road from the pier parking area to the west and with idea of creating a vehicular and pedestrian connection across this area and potential houseboat dock here.
- Mentioned work done by Dan Burden regarding 'walkability' of areas and thinks can apply to Port.
- Interested in the idea of a center island on the Bayfront Parkway to calm traffic and create a more parkway-like road. References work on this done by Bill Petit at PennDot.
- Asked about getting GIS info from County records and was directed to talk with Eric Randal, the County GIS person. 814.451.6063. I should have Port Authority make the request for the information and sign a waiver.

## 07/11/08 Meet with City of Erie Mayor Sinnott and Kim Green at City Hall

## Attendees:

- Mayor Sinnott                      City of Erie Mayor
  - Kim Green                              City of Erie Economic Development Director
  - Michael Kannard                      Domokur Architects
- 
- Introduced myself, our firm, the work we have done in the Erie area and the scope of the master plan project
  - I indicated that the Port was interested in me connecting with the City early in the process to keep them informed and to answer any questions they might have about the process.
  - Discussed the focus of the master plan:
    - Last master plan was developed in 1988
    - We are in info gathering stage at this point
    - A major focus is to bring together all projects completed and planned to date on the Bayfront and get them on a single plan
    - Analyze plans not yet implemented to verify that they still have merit
    - Determine areas on the Bayfront that have potential for further development including Port owned property and privately owned land within the Port boundaries.
    - Develop conceptual ideas for the development of these areas
  - They asked what the boundaries of the study were and I indicated from just west of Niagara Pier on the west to the area around the Land Lighthouse on the east. I indicated that the Port felt that the lighthouse was an important feature of the bayfront and that they would like to see connections made to it for improved public access.
  - Kim asked about how we would approach properties such as the GAF plant and Scotts properties. I indicated that we would likely make conceptual suggestions after discussing with the owners of the Scotts property and with parties interested in the GAF properties such as the Waterworks. I noted we were aware of ideas that were floating around such as an Aquarium on the property.
  - The mayor left the meeting fairly early in our discussions due to other business priorities and Kim and I remained to discuss the planning process.
  - Kim noted that she felt and was confident that the mayor wanted to see tax based development in those areas and not just non-profit development. She was not in favor of an aquarium because she felt few made money. She mentioned a skating rink that may be enclosed for multi-seasonal use that may even have trails???
  - We discussed that it was somewhat of a tricky issue designing on property you didn't own but she was in favor of conceptually designing these areas to direct/influence the development by the property owners.
  - Kim asked about whether or not we were planning a charette in the process. I indicated that we did not have one planned but felt some form of charette was needed. She said it was successful in the development of their master plan (I believe the Redevelopment Authority plan is what she was referring to). She said it was a several day affair.



- Kim noted the Economic Development Department is now working on a Retail and Shopping Habits Downtown Study that will be completed in the fall of 2008.
  - She noted that this may be useful information for our study.
- She directed me to the master plan developed by the Erie Redevelopment Authority at [www.redeveloerie.org](http://www.redeveloerie.org)
- We discussed comparisons between Cleveland lakefront and Erie and the amount of progress the Port has made in a short amount of time.
- We agreed to keep in contact throughout the process.

#### 07/11/08 Meeting with Randy Lachowski

##### Attendees:

- Randy Lachowski            President of the Niagara Pier Association
  - Michael Kannard           Domokur Architects
- Discussed issues of interest by resident of the Niagara Pier and thoughts he might have regarding the master plan for the bayfront.
  - Randy's first wanted to know what the vision was for the master plan. Does the project have a mission statement.
  - I noted we were gathering thoughts/information from the community and community leaders at this time and that we are nearing a point where we were ready to develop this statement.
  - We discussed evaluating what percentage of each type of use would be appropriate along the Port.
  - We discussed the need for better public access across the parkway and the need to decrease the traffic.
  - He noted his idea of keeping low development along the bluff though he believed that it should be mixed use so that residential-scale restaurants could fit into this area along the bluff with higher-rise buildings behind this first row of development since you would not be blocking views and would be developing new views to the bayfront.
  - Issues he felt were a concern include noise and potential commercial access to the marina area to the east.
  - Noise issues were mostly concerns of residents on the east side of the pier from concerts at the amphitheater and outside bands at nearby bars & restaurants such as Sloppy Duck Saloon at JR's on the Bay.
    - He did say that he expressed to the residents that the way to deal with the issues are not through attorneys but through dialogue with the restaurants and the Port. He felt some issues could be resolved with reorienting of music with band shells and orientation.
  - Commercial access issues had to do with potential plans by Perry's Marina to bring Charter Boats in for pick-up and drop-off. There was also talk of expanding their pier west towards Niagara Pier. He also noted that this is a deep water area since it used to handle ore boats.
  - There is also an issue that they are concerned about that wouldn't effect the port regarding the existence of boat slip area ownership along the east side, 10 feet out and the length of the pier that was originally owned by the developer and was deeded with his house which is now owned by someone else. The eastern property at the tip of the pier. The association is trying to purchase the rights to this area.

August 10, 2008 – Interview with Brenda Sanberg

Brenda is the Director of the Erie Downtown Partnership (EDP)

- The Downtown Partnership organization is a non-profit 'designed to revitalize downtown by improving its image, business climate, physical environment and design'.
- The organization is based on the Downtown Improvement District , National Main Street Model with three committees to address downtown concerns: Economic Restructuring, Design and Special Events. The concept is to promote economic recovery of the local community.
- Boundaries of Erie Downtown Partnership stretch from the shoreline of Lake Erie in the North to the 14th Street Bridge in the South and from Sassafras Street in the West to Holland Street in the East.
- Property owners within this boundary pay an annual assessment to EDP determined by the value of their land and building.
- The Erie Downtown Partnership:
  - Organization area that includes Waterfront to 14th Street and Sassafras to Holland Street
  - Main priority of bringing business back to downtown Erie.
  - Goal to make downtown thrive in all aspects of retail from boutiques to discount shopping
  - Supporting the many retailers already established and doing very well in the downtown area
  - Promotes downtown business investment/development
  - Responds to needs of downtown businesses that include a range of activities and services form organizing social events that bring people downtown to improving the image of the downtown area by cleaning sidewalks.
  - EDP Events include:
    - Bike Nights attract visitors from as far away as Wisconsin. Over 2,500 bikers visit downtown Erie, on average, during these events. Join us on June 27th & August 29th from 4th to 12th Street along State and either park or just enjoy! Live music at Perry Square each event!!
    - Buggin State nights give car clubs in the Erie area a chance to showcase their classic, custom and tricked-out vehicles. Thousands of enthusiasts come downtown to see the cars on display along State Street. Join us on June 20th, July 25th & August 22nd from 4th to 12th Street along State and either park or just enjoy! Live music at Perry Square each event!!
    - Block Parties bring the excitement of Fridays to a traditionally off night. Every year Block Parties draw over 25,000 people downtown on Thursday nights and also raise thousands of dollars for Erie community charities.
    - Downtown d'LIGHTS kicks off the holiday season each year in Perry Square. With everyone on board from Santa and his elves to the Mayor of the City of Erie, with one flip of a switch Perry Square is transformed into a Christmas spectacular. Date to be determined.
- EDP was a partner with the Erie Redevelopment Authority and others in the support and funding of the Erie Downtown Master Plan.
- Brenda is also on the Board of the local preservation group, Erie Center

### for Design and Preservation

The following are comments, issues and concerns expressed by Brenda Sandberg, regarding the Bayfront master plan development.

- Community of Erie needs to decide 'what it wants the Bayfront to be when it grows up' as she put it.
  - New tall glass skyline with an urban feel
  - Down home 'Nantucket type' short and fat building feel
- Feels problem is the bayfront is regulated by zoning that keeps it from becoming either of the above by regulating both height of buildings and amount of building cover on property.
- Bayfront zoning:
  - Restricts height of buildings
    - 50' height restriction for most of Bayfront except 100' around State Street
    - This eliminates 'tall glass skyline' look
  - Restricts lot coverage by buildings
    - Building size limited to 65% coverage of lot
    - This eliminates short and fat buildings
  - These restrictions save views but don't allow owners to economically utilize entire property since restricted from both ends, height and width
- Brenda was the former City of Erie Director of Planning
  - While director of planning, she attempted to alter the zoning to regulate development on the Bayfront to preserve specific viewshed from the parkway while allowing higher development in other areas
  - She used examples of New York Route 5 where they controlled development to maintain views between groupings of buildings for scenic openings along the highway.
  - These ideas were rejected by the city.
  - Changes that were made reduced the requirements for amount of parking needed on the Bayfront to 50% of the standard requirement in the downtown area.
  - Sheraton Hotel is an example of the fact that it is possible to get a variance from the City for a great height and lot coverage than allowed by the zoning code.
- What does she want the Bayfront are to be?
  - Nantucket-like – short and fat though areas around Dobbins landing can have increased height
  - Promotes bell-shaped height development - higher buildings near State, gradually lower east and west
  - This same bell-shape occurs east to west in other areas as passing through city such as on 12th St.
- Supports many of the ideas of form-based zoning (see the following from Form-Based Code Institute web site)
  - Form-based Zoning
    - A method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use, through city or county regulations.

- Address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks
- Designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types
- As opposed to the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS) to the neglect of an integrated built form.
- Not to be confused with design guidelines or general statements of policy, Form-based codes are regulatory, not advisory
- Need to understand what views the zoning and the city is trying to protect
  - From houses on the Bluff
  - From the road as you drive along the Parkway
- Might save views from the Bluff but even one or two story buildings block views from the Parkway
- Noted that areas on either side of State Street on the Bluff at Second Street have a 100' height restriction.
- Feels area of Bayfront around Dobbins Landing should allow for higher structures
  - Already a precedence with the tower and the Sheraton Hotel
  - This would reflect the present bell-shaped zoning pattern for the Bluff where it is low residential on either side of State Street with the area around State Street on the Bluff zoned to allow 100' in building height.
- Favors Port Authority's work reducing parking and traffic on Bayfront and on Parkway by looking into developing park and ride areas away from the Bayfront.

August 22, 2008 – Interview with Jeff Kidder, and members of the Erie Center for Design and Preservation

Attendees:

- Jeff Kidder                      Kidder Wachter Architects and Erie Center for Design and Preservation
- Tom Maggio                    Erie Development Authority Planner and Erie Center for Design and Preservation
- Tom Fuhrman                  Lake Erie Region Conservancy President and Erie Center for Design and Preservation
- Michael Kannard              Domokur Architects

The Erie Center for Design and Preservation (ECDP) is a local preservation group interested in protecting the natural, cultural and historic assets of the region. It began as a grass-roots historic preservation group and has grown into an organization with the expanded idea of in what preservation means to the community. It is a very diverse group of people that came together because of

the lack of a historic preservation organization in Erie. Due to the diversity of the group's members, it since has expanded to other quality of life issues such as conservation and design.

Jeff Kidder is a local architect and member of the ECDP and suggested that since members of the group had diverse backgrounds in the community, we should gather as many members to meet or provide comments regarding the Waterfront Master Plan. We met with three members but had e-mail comments from several others in the organization.

The following is a list of ECDP members that provided e-mail comments:

- John Vanco, Michael Beightol, Lisa Austin, Chris Magoc.
- They also provided an article on architect Louis Kahn's floating music barge, Point Counterpoint II that is presently docked at Dobbins Landing and a 2007 presentation on the preservation of the Penelec Smokestack on the Bayfront.

The following are comments, issues and concerns expressed by the parties listed above regarding the Bayfront master plan development: In addition, we have summarized the e-mail comments from the other members listed above.

- Maintenance of areas on the Port waterfront, the Parkway and the Bluff (as well as other areas of the City) needs to be a priority since it is the first perception many have who visit the area.
  - Weeding is as important as larger maintenance issues.
- Group is interested in historic preservation but also much more. Not just saving old buildings but also:
  - Lighting design and light pollution control.
  - Streetscape improvements including street tree plantings and other street-side design elements.
  - Jeff was on the City Planning Commission for 8 or 9 years. They are an advisor to City Council
    - City design guidelines are unenforceable due to their lack of specific guidance and vague wording.
  - Jeff Kidder and Tom Magio are on the design committee for the Downtown Improvement District.
  - Jeff is on the board of Erie Downtown Partnership

The attending members of the ECDP outlined issues along the Port Waterfront by generally starting on the west end of the waterfront and working east.

The following summarizes these comments:

- Cascade Creek wetland could have better access.
- Concerned about dangerous Bayfront Parkway crossing at Cranberry Street.
  - Suggest an island in the center lane on the Parkway just south of the intersection. The center lane to the north of the intersection is

- a turn lane onto Cranberry so traffic doesn't use this lane for a short distance to the south.
- Like to see stairs from the Bayfront Parkway trail up to 6th Street. Doesn't feel it needs to be accessible since you can go into Frontier Park and get up to 6th. But this would allow better access to and from the trail from the nearby business and schools and parks along 6th Street.
- Feels 6th Street bridge was a lost opportunity since it was built so you cannot easily see off it when riding in a car and that the design should have been more memorable since it forms a gateway into the Bayfront from the west.
- Critical that a Liberty Street connection to the Bayfront via a pedestrian bridge is developed.
- Property along Parkway at base of Liberty Street should not be an office building but could be a parking garage with an overhead walkway to Bayfront.
  - Might provide boat storage in winter.
- Like to see the Promenade Trail on Bluff extend down along face of Bluff to provide different views of Bay from the trails and to get trail away from city at top.
- Like to see more trees along Parkway. Since it is a 35 mph designed road, there should not be an issue with them being located close to the roadway.
- Do not like all of the Cupolas on newer buildings being built along Bayfront. Do not understand where this design detail came from.
- New buildings on the Bayfront do not all need be historical in their design context but can be more modern or modern uses of historic details.
- Park n Rid lot
  - Circulation through parking lots at park n ride is very confusing
  - Lighting is terrible and need to have light cut-offs to restrict light pollution.
  - Says to look at Perry Square at night. The new lights have cut-off designs.
- Light fixtures along the Bayfront need to be consistent in their design.
- GAF
  - Like to see many of the brick buildings saved for adaptive reuse
  - Possibly a parking garage on south side of property
  - Mixed use development along waterfront.
- Mercantile Building at 14th and State Street good example of adaptive reuse of an old structure
  - Sat for years in poor condition but now looks great and is an asset to community and has history
- Railroad Tracks on Bayfront removed at least to Holland would allow access under Parkway from north to south.
- Transit Marina seems underutilized.
- State Street redevelopment on Bayfront
  - Wants to be Urban in character
  - An extension of downtown
  - State Street and Parkway – curb radii too large. If smaller, it would slow traffic turning and make it safer for pedestrians.
  - Corners are weak in this area due to sloping hillsides
  - Trees and lighting can add a lot to this area.
- • Scott property near Parkway and State Street needs buildings

to strengthen this corner.

- ✘ There are no views of water or Bay from this intersection anyway.
- Canal Basin / Dobbins Landing area on State Street
  - ✘ Talked quite a bit about where buildings could be taller or shorter to direct views.
  - ✘ Sketched around with ideas on building heights around State Street and canal basins
  - ✘ Tall buildings on either side of canal basin with hotel now forming one side and something on Scotts property that is higher could compliment this on east side.
  - ✘ Use buildings to form public and green spaces
  - ✘ Like to keep circular loop at foot of State Street with restaurants and other buildings constructed to form this loop to give it an urban and pedestrian feel.
  - ✘ Thinks Smugglers Cove should be removed so this more urban type development could occur. Thinks a deal could be struck with Smugglers owners to give them space in the new structure.
  - ✘ Likes parking along water and would like to retain. Thinks lots of people use this to view the Bay.
  - ✘ Dobbins Landing
    - Should have access to business from outside to give it more of a waterfront feel. Now the shops are only accessed by going inside the building.
    - Maritime Memorial is something many would like to see on waterfront and at foot of Dobbins Landing might be good location.
  - ✘ Improve the State Street intersection to make more pedestrian friendly
  - ✘ Scott property near Cruise Boat terminal should be large enough to create a visual 'edge' to this area.
- Anthony Wayne Blockhouse is a replica built in 1885-86 but is still nearly 125 years old and should be preserved, maintained and more accessible to the public.
  - ✘ Create a connection to this area.
- Land Lighthouse – connect the Parkway trail to the lighthouse
  - ✘ Add historic signs and wayfinding signs with distances that direct visitors to the lighthouse either via roadway or trail.
- Consider pedestrian connection bridge across Parkway at Parade Street.

#### Additional Comments from Preservation Groups Emails:

- Preserve at least some portion of the Penelec Smokestack.
- Preserve buildings on East Canal Basin that reflect Erie's boat building and chandlery business heritage:
- Have a repair and boat outfitter shop on waterfront and other routine maritime activities to attract tourists.
- Don't like waterfront used for a parking garage.
- Public art on the waterfront but it should be done/chosen with expert input/professional jury.
- Make connections to the neighborhoods – pedestrian / bike access.
- Define and create Nodes along waterfront.
- Pedestrians primary focus with automobiles secondary.
- • Reduce need for parking – public transportation, shared parking



facilities, etc.

- Traffic calming techniques used
- Open space used to connect and enhance plan.
- Create new neighborhoods on waterfront woven into mixed use developments.
- Sustainability should be emphasized though detail design including bio-filtration systems for storm water, alternative energy sources such as wind power, solar, landscape reclamation addressed.
- Floating public walkways along water's edge of Bayfront.
- John Nolan's 1913 plan to connect east side of city to Presque Isle.
- Public pool near Water Treatment plant brought back or a skate park.
- More public amenities – bike racks, toilets, seating, gathering space for exercise.
- Consider effective lighting – see lighting designer Jonathan Park
- Utilize GAF buildings as adaptive reuse structures for mixed use development.
- Rail transportation should be considered – see ALL ABOARD OHIO, possible connection from Penn State and Waldemeer Park.

August 26, 2008 – Meeting with Doug Pomorski and Ray Schrekengost

Attendees:

- Doug Pomorski                      Erie Western Pennsylvania Port Authority, Harbormaster
- Ray Schrekengost                  Executive Director, Erie Western Pennsylvania Port Authority
- Michael Kannard                    Domokur Architects
- Sonia Jakse                            Domokur Architects

We met with Doug to gather much of the information and then brought Ray in to provide additional information and clarification. The following are comments from the meeting:

Erie Sand & Gravel

- Land and buildings owned by Port and leased to ES&G
- Collect lease \$\$ but not \$\$ from product sales
- Port solicits for funding to make businesses on Port more profitable
- Include Port businesses in their flyers promoting the Port to assist the business in profitability/marketing

Biodiesel Fuel Plant

- Located on old Hammermill Plant site to the east of the Port
- Working with them to find better ways of getting their product to shipping market
- Potential new RR spur to Port or pipeline that conveys the fuel to Port for shipping

Future Port opportunities likely located south of ES&G area

- Requires clearing and grubbing of this area
- Container bulk storage and truck trailer storage area
- Increase rail siding for staging rail tankers from Biodiesel from fuel plant

- Possible new pipeline to Biodiesel plant

#### Confined Disposal Facility (CDF) at Lampe Marina

- Built in 1977 for placement of dredge materials from the bay and lake
- Federally managed facility but no longer meets Federal standards for containing dredge material since it has an earthen wall
- Lampe Marina was built on previous dredging material
- Once the remaining area is filled with clean fill material, the land will be restored to public recreation space.

#### Coke Plant

- Not too friendly with the Port
- Past conversations indicated they are not interested in sell off small parcels of their land to Port
- Potential future mixed use development area after environmental cleanup of site

#### Bayfront Nephrology

- Independent doctor offices
- Blood testing etc. facility

#### Intermodal Transportation Center Offices

- Port Authority
- Hamot Hospital blood transfusion center
- Convention and Visitor's Bureau
- EMTA –Erie Mass Transit Authority
- EMTA owns the property

#### Boat Storage

- Must remain a key element of the Bayfront-part of life on the Bayfront
- Storage needs to be close to boat launch areas. Large boats difficult to move very far from launch.
- The port does not own an indoor boat storage facility.
- Would like to have an indoor facility. If they own an indoor facility, the Port could invest in the equipment.
- More boats can be stored in a well designed indoor storage facility with mechanized stacking/storage equip.
- Dual use of property is a good idea
- Port doesn't run either of the current storage facilities???
- Port has the right of 1st refusal for purchasing the storage location at Liberty Park.
- Locations for storage/boat launch facilities, limited by draft (depth) restrictions & currents in & around the bay.
- Areas outside the bay near the Coke plant property and Lampe Marina are shallow, often silt in making and require boat to exit the Bay to rougher waters making it difficult to consider boat launch facilities for larger boats in this area.
- Lampe Marina area requires dredging at outlet of marina just for the boats that dock there.
- GAF plant area might be an option using one of the old buildings

#### Proposed Remote Parking Facility

- Lord Corporation property at Lincoln and Greengarden between 12th and the Parkway is a current location under consideration for a remote parking facility.
- A shuttle would connect this facility to downtown and the Bayfront

#### GAF

- City of Erie has put together a board to research the purchase and redevelopment of the GAF plant property.
- There have been communication issues between GAF and local government.
- City looking at cost for building a sea wall around the area
- Ray has a plan developed for condo along outside and mixed use shops on interior but hasn't been approved
- Convention Center interested in a portion of this property
- Good chance Port Authority will be the buyer/vehicle for the purchase of the GAF property but will not likely own the property in the end but it will be a mix of owners/developers
- Feels master plan should note the GAF property as future mixed use development both recreational and commercial
- New sewer, water, electric service in the area near the GAF that was installed for the Convention Center and was supposedly sized for expansion for when GAF was developed
- Feels property is too large for one developer and that at this point in time, the property is not as valuable as people think due to the huge costs of infrastructure and the low demand for these facilities. Noted the fact that Scott property has been sitting undeveloped for so long.
- Thinks best option is to buy the entire GAF property and parcel off small area to developers for uses such as housing, commercial, restaurants, public facilities such as aquarium or other similar use.
- Figures the City and Port will have to put in utilities to make it economically attractive to investors.

#### Cruise Boat Terminal

- Most Great Lakes cruises are between 100 and 250 people cruises so doesn't require large amounts of parking
- Only 4 US sites (cities) on the Great Lakes can accept cruise boats and one is the Port of Erie
- Great Lakes cruise regulations have inhibited cruises to the Port of Erie and include:
  - Great Lakes cruise boats cannot stop at two US ports without a stop at a Canadian Port in between.
  - All Great Lakes cruise boats need to be made in US and crew needs to be from the US.

#### Other

- Doug reviewed our existing land use breakdowns and agrees with most of our designations
- Port needs to remain a working port as noted in the Port's mission statement
- Scott contact will probably be Nick Scott Jr.
- Doug suggests Ray make initial contact with Scott Enterprises so we can set up a meeting to discuss the master plan and their Bayfront properties.
- Few people use the park n ride lot at the foot of Liberty Pier
- Short term property lease between the Port and private business owners on the Bayfront are typically 5 year leases and long term leases are typically 25 year leases.
- The Victorian Princess offices located by Sunset at west end of Bayfront - ship sails from Dobbins Landing
- • Russian Orthodox Church is buying up property near their

church for future when parishioners begin retiring

- Erie Port has one of the largest stiff-leg crane on Great Lakes
- East Canal Basin along State Street will be for commercial fishing charter boats and party boats
- RCR yacht sales is leasing property between Lawrence and Niagara Piers for storage of their boats on land. This can move to another location on the Port
- Slip Fees are assessments to marinas by the Port that is used for public access improvements, dredging, etc. The fees are \$75 per slip per year.
- Port property ownership info
  - Bayshore Marina – private
  - Presque Isle Yacht Club – leased
  - Convention Center – owned by Convention Center Authority (Port still owns water rights)
- Condominiums on the Bayfront – doesn't feel this is a good or popular land use on the Bayfront since it took 16 years to sell all of the Niagara Pier condos. Thinks apartments would be a better selling option.
- Limits of plan are to be to top of Bluff to south, water to north, Land Lighthouse to east and wetland to west.
- Ray would like to have us meet with the Port Authority Board for a work session once we have met with the community and gotten their input.

08/26/08 Interview with Jeff Gault

Attendees:

- |                   |                                       |
|-------------------|---------------------------------------|
| • Jeff Gault      | BABO / local resident and businessman |
| • Michael Kannard | Domokur Architects                    |
| • Sonia Jakse     | Domokur Architects                    |

Jeff is a local real estate agent and resident of the west side bluff area overlooking the Erie waterfront. He is also connected with the local group, BABO, Bay Area Beautification Organization that owns property along the Bayfront.

This is our second interview with Jeff. We met for lunch at Smuggler's Cove restaurant on the Bayfront. The following are comments and issues of concern that Jeff shared with us.

- Pedestrian and vehicular access is key to bringing people down to the Bayfront.
- Jeff lives and works in the West Side neighborhood and has a vested interest in getting access from there.
- Right now people from the West Side get in their cars and drive down to Liberty Park on the Bayfront for the Tuesday concerts instead of taking their lives in their hands to cross the Bayfront Parkway.
- BABO owns a property on the bluff between Plum and Cascade Streets that he is considering grading to provide pedestrian access down the bluff to the Bayfront Parkway. It is an old railroad spur that runs up the side of the bluff. There is still a concern about crossing the Parkway on grade due to visibility and high traffic.
- Jeff advocates a bridge across the Parkway from the foot of Liberty

Street on the bluff to Liberty Park at the park'n'ride lot. Liberty Street is already a main north-south connector to the bluff. People already access views of the Bayfront from this area of the bluff.

- Jeff suggests a bridge from the Convention Center/ library/Intermodal Transportation Center area to the East Side.
- Jeff feels funding sources are available to build a bridge but everyone needs to agree on the number and the location and design so funding can be sought.
- Jeff mentioned a key fund raiser that may help named Ted Junkert (not sure of spelling).
- Jeff feels that there will be a big struggle to get the bridges built to the neighborhoods because of the past history of neighbors objecting to changes that bring more people to their neighborhoods.
- The Overlook Park, which has gotten only good comments from the community in general, has been held up in part due to bluff neighbors who do not want more people, lights, and noise.
- Jeff mentioned a brownfield site on the east side at a former Gulf Oil property, that could play a key role in developing that side of the Bayfront.

August 26, 2008 – Meeting with Ray Schreckengost

Attendees:

- Ray Schreckengost      Executive Director, Erie Western Pennsylvania Port Authority
- Michael Kannard      Domokur Architects
- Sonia Jakse      Domokur Architects

Summary:

Boat Storage

- Suggested boat storage at GAF plant
- Need indoor storage near marina
- Get more \$\$ for letting boats just sit in storage areas

Housing

- Apartment units will go better on the Bayfront considering the housing market
  - Niagara Pier has taken 16 years to build out, noting condominiums not that popular on Bayfront
  - People requesting apartments which are part of plans for redevelopment around Dobbins Landing

Cruise Boat Terminal

- Lake cruise boat to make home port at the cruise terminal
- Must have customs for international cruises which cruise boat terminal in Erie has
- Have allocated parking for cruises in the EMTA parking lot

#### Port Authority Advisory board

- Mayor of Erie has 9 appointments on board
- Governor of PA has 2 appointments on board
- Suggests attending a board meeting after public conceptual meeting

#### Misc.

- Ray will provide an introduction to the Scott Enterprise contact person
- Do not show any specific development at the Coke Plant – only show as future development opportunities
- Show development of Scott Properties as general uses rather than anything specific design unless receive concept from owners

September 5, 2008 – Interview with Casey Wells – Executive Director, Erie County Convention Center Authority

#### Attendees:

- Casey Wells                      Executive Director, Erie County Convention Center Authority (ECCCA)
- Michael Kannard                Domokur Architects

The Erie Civic Center Authority was established in 1977 and later became the Erie County Convention Center Authority in 2002. This non-profit municipal authority manages a four-facility entertainment complex that includes the Warner Theatre, the Louis J. Tullio Arena, Jerry Uht Park and the Bayfront Convention Center. The nine-member volunteer Board of Directors, made up of Erie business people and community leaders, serve four-year terms and are appointed by the Mayor, County Executive and the Governor.

The mission of the ECCCA is to provide world class convention facilities and entertainment venues presenting diverse performing arts and sporting events for county and regional residents and their visiting families and friends, meeting and convention visitors, travelers and vacationers.

I met with Mr. Casey to get a perspective of the Bayfront from a major player on the Bayfront and in the City of Erie. The following is a bullet point summary of our conversation:

- • Mr. Wells would like to see development on the Port that would extend the season.
- Presently, the winters in Erie limit the use of the waterfront area.
- Need more indoor venues on waterfront
- Connections to the downtown area are critical for the waterfront, for the City and for the Convention Center
- Need protected connections for pedestrians, especially if want to connect between waterfront and downtown

- Would like to see the removal of the railroad tracks in the waterfront area where they are no longer in use.
- Recommends reviewing the Bosworth Economic Strategy report
- Would like to see the development of a master plan for a Downtown Erie Arts District
- Thinks EMTA shuttle service can strengthen the connection between the Port/waterfront and the downtown area

September 5, 2008 – Interview with Don Inderlied

Attendees:

- Don Inderlied                      Hamot Hospital
- Michael Kannard                  Domokur Architects

Don is the Senior Vice President of Corporate Services and Chief Compliance Officer and serves as senior vice president of corporate services at Hamot Health Foundation. We met to discuss the hospital's role in and around the Erie waterfront and downtown area and feedback and/or concerns he might have in regards to the Waterfront Master Plan as a spokes person for Hamot Hospital.

The Hamot Hospital Association was founded on February 7, 1881. The hospital was named for Pierre Simon Vincent Hamot, a Frenchman who settled in Erie in 1805. He was a successful businessman and an active member of the Erie community and built a homestead for his family at the foot of State Street in the early 19th century. The location, overlooking the bay and Presque Isle on the south shore of Lake Erie eventually became the location of Hamot Hospital. After his death in 1846, his children and grandchildren continued his legacy of community involvement and donated the Hamot Homestead for use as a general hospital to be called "Hamot." Since that time the Hamot Hospital and the Hamot Health Foundation has grown to a facility with a staff of 378 physicians, a total of over 3000 employees and 343 beds. Recent figures show a total inpatient visits of 18,907 in 2008 and outpatient visits 497,239.

The hospital has grown over the years, far beyond the original homestead and now takes up much of the area along the Bluff between State and Holland Streets. Presently, a new Women & Children's Hospital is under construction at 118 E. Second St., the site of the former Hamot Resource Center Building. The project will create a separate five-story building for delivering babies, providing gynecological services, and housing the hospital's neonatal intensive care unit and pediatric wing.



The following is a summary of comments from the interview with Mr. Inderlied:

#### Development

- The Bayfront Professional Building, owned by Hamot, is the next structure that is scheduled to be taken down to expand the emergency area and clinical space.
- Oldest Building on the hospital campus at State Street, overlooking the Bayfront Parkway was built in 1953 and now houses mostly administrative functions.
- A new Medical Office building is under construction at Sassafras Street, west of State Street.
  - 64,000 square feet of medical office space
  - At this time, only 17,000 square feet of space is yet to be leased
  - Owned by Hamot and leased to tenants
- Long-range strategic development plan for Hamot Hospital is to expand to the east and north of their present location, east of State Street.
- Invest over \$8 million in the hospital in the last 8 years with addition of 3 new buildings, building expansions and a new emergency generator plant.
- Hamot has a large investment in the area and want to stay involved and to see the area improve and thrive

#### Parking and Visitor/Employee Accommodations

- Parking and housing for their employees and overnight accommodations for patient families is a concern
  - Previous convention center plan located directly across Bayfront Parkway with a parking garage and overhead walkway across Parkway would have been great for the hospital
  - Present parking structure near convention center not practical for their purposes
  - Sheraton Hotel at the convention center is too expensive for most guest, especially long term stays, though some do stay there for shorter stays.
  - Encourage their employees to use the park n ride lot but difficult to exit onto parkway
  - Like idea of 12th Street remote park n ride lot development and thinks they could get employees to use this lot
  - Would like to see a development on Bayfront with a reasonably priced hotel for their patients visitors
- Dobbins Landing development with commercial areas and shops would be a great draw for patients visitors
- Like to see apartment and condominium construction in the Dobbins Landing development
  - Thinks their employees would be interested in purchasing or renting close to the hospital
  - Average employee salary is \$45,000/year
- Hamot has a representative on the Eastside Task Force and is interested in seeing this neighborhood improve
  - Some employees are purchasing houses in this area and feel more will in future
- • Should be a balance of housing in the downtown near the

Bayfront and on the Bayfront

- High-end, medium priced and low-income housing

Vehicular and Pedestrian Traffic

- Concern about changes to traffic patterns on Bayfront Parkway that would effect access to the hospital
  - Parkway development has increased access to hospital
  - Many new heart patients from eastern Pa and New York due to the completion of the east Parkway
  - Likes idea of 12th Street improvements improve flow through the city and access to the hospital
- Concerned about traffic congestion at State Street and Bayfront Parkway intersection
  - Convention Center traffic could increase this congestion
- Would like to see better pedestrian access across Parkway
- Feels trolley system can work but questions whether or not it is fully accessible

September 12, 2008 – Interview with Dan Dalkemper

Attendees:

- Dan Dalkemper                      Dalkemper Landscape Design
- Michael Kannard                  Domokur Architects

- Owner Dalkemper Landscape Architects, a local design firm, and landscape architect
- Has worked on a variety of projects in and around the Erie Bayfront
- Involved in the development of the arboretum at Frontier Park
- Interested in a project that would ‘daylight’ Mill Creek from the Presque Isle Bay along the Erie waterfront, through the city to where it is still a daylighted stream north of 26th Street
  - Understands this is a long-term concept
  - Wants to keep the idea alive
  - Feels it speaks to the history of the area which is good for tourism and therefore Erie economy
  - Would provide a north-south greenway connection that is lacking in Erie

September 12, 2008 – Meeting with Port Authority

Attendees:

- Ray Schrekengost                  Executive Director, Erie Western Pennsylvania Port Authority
- Michael Kannard                  Domokur Architects
- Doug Pomorski                      Erie Western Pennsylvania Port Authority, Harbormaster
- Julia Eagles                          Grant Administrator, Erie-Western Pennsylvania Port Authority

- Met with Ray, Doug and Julia to review progress on project and what we plan to discuss at public meeting in next couple of weeks.
- Issues/maps developed are Land Use plans, Circulation plans, etc.
- Land Use issues were taken from information we gathered from the county and additional feedback.
- Summarized information gathered from the Study Committee meetings and from Key Person Interviews of people from the local community regarding issues and concerns regarding developing the Bayfront.
- Wanted to review this summary with Ray to get his input and direction.
- At this point the issues / points we will be showing and discussing are very conceptual in nature.
- Went through plan and explained the Conceptual Land Use and Circulation plans. Also reviewed the Design Objectives list that we plan to present to the community to provide background for the Land Use options illustrated on the Land Use and Circulation plans (see Design Objectives list taken to public meeting #1).
  
- Comments include:
  - Julia asked about a note from one of our interviews that mentioned a pedestrian bridge over the railroad tracks removed by PennDot when they developed the Parkway. I noted that Ed Kissel pointed this out and mentioned that PennDot should have replaced it once the Parkway was developed.
  - Want to show large boat expansion area on the west end by Lawrence Pier. They have plans for that and we should get those into our drawings.
  - Area around Mill Creek and Garrison Run on east side in industrial area is a natural area that people have expressed as a possibility of restoration with public access. What does Port say about this.
    - Ray says it is industrial and an area for expansion of the industrial/Port shipping area. It is part of the Keystone Opportunity Zone
- What about the former GAF plant property and the Scotts property? What do we show there?
  - Series of recommendation for areas the Port does not control such as these areas, such as retail, etc.
- For areas the Port does control, get feedback from the community, do they approve or disapprove with the present use, such as marina areas and whether or not they remain as such, or proposed uses such as McAllister Place and what they think of the development plans for those areas.
- Future Large Boat pier
  - Need to show this on drawing
  - For boats 50' in length and up
  - Along west side of Lawrence Pier
  - Has permits for this
- Circulation
  - We show the use of the old railroad tracks along the Bayfront as potential light rail or trolley from the Waterworks east all the way to the Coke Plant area. And use of under State Street connection from north to south of Parkway.
    - Shouldn't consider reuse of tracks since won't be able to take control from railroad.

- Thinks railroad desperate for lay down area for trains.
- Still being used for storing biodiesel fuel tanker cars. And the railroad doesn't know if a future use at Port may change creating the need for track access.
- Doesn't feel the light rail concept on the Bayfront will work because not enough right of way.
- Consider the railroad from Holland Street east, removing the Holland crossing, a part of the working Port.
- ✕ May be able to remove tracks past State Street but would have to give them something. Maybe to Holland Street.
- ✕ Port has discussed a small train on wheels that would run on bike path and circulate through the Port to move people around the Port.
- ✕ Port plans to extend the road from the existing end of the tracks at the Waterworks to Liberty Park.
  - Want people to be able to come out of Convention Center parking lot onto the access road and go west to Liberty Park.
- ✕ What about connecting to the Intermodal Terminal area which would mean redoing the area at Wolverine Park area.
  - No, they don't want to do that.
- ✕ Connection from bike path up to Sixth Street with a ramp. What do they think?
  - Subsidence issues on hill side with neighbors on top of hill to the west so don't think that will work.
  - Consider a connection on east side by extending the bike path from Cranberry Street to the south and then up to Sixth Street.
- ✕ Overhead walkway on west end of Parkway.
  - Like to see it at foot of Cascade Street.
  - Don't want to block views of nearby apartments/condos.
  - Set elevation so that you go down hill side from Cascade and on hillside above the Parkway. There would also be a connection down old railroad tracks from Liberty Street area.
- ✕ Overhead walkway on east side. We show one at Parade Street.
  - Port says east side neighbors will not allow an overhead walkway on east side. Don't want to draw people to that area.
- ✕ Connection of Promenade Trail to Wayne Blockhouse.
  - Have to cross tracks but might be a consideration.
  - We show a trailhead parking area along Parkway on the concept plan, with a crosswalk on Parkway from north side. Port says leave it on plan.
- ✕ Land Lighthouse
  - Port interested in taking over ownership and maintenance of the lighthouse. Want to express that in plan and show that as the terminus to the Port Access Trail.
  - It should be open to the public.
- ✕ Overlook Park Promenade – owned by the City of Erie
  - Port would like to take ownership and maintenance.
  - Potential text for the plan document regarding the ownership of the lighthouse and promenade:
    - Port authority should consider taking over the operations, ownership and maintenance of the existing Promenade and the Land Lighthouse. The Land Lighthouse would form an eastern terminus of the Bayfront area and the Port could then include expansion of the Promenade as they move forward with the development of the Overlook Park.

- PILOT program – payment in lieu of taxes.
  - Port does not pay taxes but the City wants the Port to be included in a PILOT agreement where they lock in a set amount that they pay the City each year. The Port concerned that if they sign an agreement with the City, the schools, etc. will want a PILOT agreement to get revenue from the Port.
  - It is a way of helping the City out with revenue.
  - Port not interested in signing an agreement to be in this program but would be interested in doing other services instead.
  - Port proposed taking over maintenance and operations (electrical costs, etc) in trade with the City where they do maintenance on the Lighthouse and Promenade Trail and get credit for the dollars spent instead of being in PILOT program and paying the fee to the City.
- Trail of History
  - Developed by the Port Authority in collaboration with Historical Society
  - Historical Society identified areas of historical significance, esp. maritime history - had 60 to choose from
  - Runs from Maritime Museum to downtown Erie and passes 22 historic sites and then returns to Dobbins Landing
  - Big blue footprints painted on the sidewalk that you follow through the city and there are painted numbers corresponding to numbers on a brochure that describes what you are seeing or what event occurred at each location.
- Herm Weber with Weber Murphy developed a plan for the Scotts property on the Bayfront. May be able to get this plan from them.

September 25, 2008 – Interview with John Britton

Attendees:

- John Britton                      Owner, Marina Holdings Limited and Bay Harbor West and East Marinas
- Michael Kannard                Domokur Architects

Mr. Britton has been a property owner on the Erie Port for over 11 years and has invested over \$5.5 million in his marinas and restaurants. He started Bay Harbor Marina West in 1997 and West in 2004. His marinas include the following amenities:

- Two lift wells with 10 and 20-ton marine hoists
- Boat Launch
- Gated marinas with secured paved parking
- Floating docks with power and water
- Picnic pavilions and a gazebo with gas grills
- Bath House facilities with laundry and vending
- Fish Cleaning Station
- Ship Store
- East marina has 233 slips
- West marina has 231 slips
- JR's Restaurant

- Sloppy Duck Saloon

We discussed ideas, issues and concerns that John has from the perspective of a land owner and marina operator on the Erie Bayfront. John felt there were three main issues that he wanted to discuss:

- Utilization of Property
  - The best use of the land on the Bayfront needs to be addressed.
    - Feels boat and trailer storage, cradle storage, travel lift storage is critical for their operation
    - Though he understands that location close to the marina is most convenient, he doesn't feel it is the best use of the land.
    - Would like to see more of this storage located in Lampe Marina since it is under-utilized space in the winter when storage is needed.
    - Thinks Lampe Marina would be a great location for a boat maintenance area also since this is often needed once boats are taken out of the water in the fall or before they are put in the spring.
    - An alternative, though not as good an option for these uses would be an area on the GAF property or the Scotts property. Depending upon how they are developed.
  - Doesn't feel the park n ride is the best use of Bayfront property.
    - Very under-utilized lot
- Traffic light at Liberty Street
  - Needs to be a light to allow patrons to enter and exit onto the Parkway.
  - Activated by exiting traffic
  - Very difficult to turn left (east) out of the lot at busy traffic times.
- Waterfront Business Association Needed
  - Would like to see a business organization developed for business on the Erie waterfront.
  - Could meet as little as twice a year – Mid November and Mid March
  - Issues and concerns that he would like to see addressed:
    - What worked and what didn't work the previous year at fall session
    - What is in store for the waterfront in the coming year at the spring session
    - Bayfront Parkway access from the waterfront
    - Dredging on the Bayfront
    - Need for joint access lifts
    - Lights at park n ride lot need to have the wiring zoned so some lights can be turned off
    - Port Authority competing with private marina owners by owning Lampe and Perry's Landing Storage issues on the waterfront
- Need central location
- Shouldn't be located on waterfront lands better suited for other purposes
- Possible location at park n ride lot
- Feels boat storage area at Liberty Park could serve a better use for the public rather than boat storage. This area is owned by Britton and

- leased to Port where they use 80% of the area and Britton uses 20%.
- Would like to see Port buy that property for it to become an extension of the existing green space park

September 27, 2008 – Interview with Nick Sr., Nick Jr., and Chris Scott

Attendees:

- Nick Scott Sr.                      President of Scott Enterprises, Inc
- Nick Scott Jr.                      Vice President of Scott Enterprises, Inc
- Chris Scott Jr.                      Vice President of Scott Enterprises, Inc
- Michael Kannard                      Domokur Architects

Scott Enterprises is a family-owned Hospitality Company based in Erie, PA. Its portfolio includes hotel, conference/banquet services, franchise restaurants and a Water Park. Scott Enterprises also owns several properties on the Erie Waterfront in the Dobbins Landing area near State Street.

We requested the interview with the Scotts to discuss their ideas, issues and concerns regarding the future of the Port and Erie Waterfront and to discuss past, present and future plans they have for their properties on the Waterfront.

- They expressed their concern about the public funding of the new Sheraton hotel on the Bayfront.
- They had a proposal for a development of their property on the Bayfront near State Street that would have included a hotel that would have been a complimentary to the convention center but were reluctant to develop a 200 room hotel that was requested by the City.
  - Their experience as a hotelier led them to believe that a 100 plus room hotel was appropriate with potential for expansion to the large 200 room hotel once occupancy warranted it.
- The Scott development proposed for the Waterfront area was called Harbor Side and it was a mixed-use development that included:
  - Office, Retail, Apartments condominiums, Fitness Center, restaurant, hotel, convention facilities
  - The development was to be situated in the Scott-owned property at the northeast corner of State Street and the Bayfront Parkway
  - The Scotts provide us with a graphic drawings showing the layout of the development
  - They emphasized that the project as shown would not be constructed but the elements in the plan could still be considered a guide to what they would like to see developed on their property on the Waterfront.
- Were interested in the graphics shown for development around State Street, Dobbins Landing and the GAF plant in the Gladding-Jackson report
  - I indicated that I was not involved in that process but that my understanding was that they were looking at traffic and parking issues and that they were attempting to show how surface parking



would effect development on the Port as opposed to parking structures and alternative means of getting people to and from the Waterfront area to relieve the need for expansive parking areas.

- They were reluctant to provide any specific direction as to how they see their property on the Waterfront developing but indicated that we could safely assume that many of the elements noted in their Harbor Side project would still be under consideration to be included in any future plans.

October 23, 2008 – Interview with John Elliot and Kim Green

Attendees:

- John Elliot                      Executive Director, Erie Redevelopment Authority
  - Kim Green                        Economic and Community Development Director, City of Erie, PA
  - Michael Kannard                Domokur Architects
- The Erie Redevelopment Authority's mission is to Renew, Rebuild, and Revitalize the City of Erie, Pennsylvania. In the last two years they have re-staffed and retooled, expanding our role in Downtown Erie's comeback, rebuilding neighborhood business districts, and improving traditional neighborhoods.
    - Renew. Stabilize, preserve, and update our built environment.
  - Rebuild. New construction must replace the lost and irreparable.
  - Revitalize. Fill renewed and rebuilt spaces with productive activity.
  - John is the executive director and met with us as their spokes person to discuss ideas and concerns in regards to the development of the Waterfront Master Plan.
  - Kim Green from the City of Erie, Economic and Community Development Department, accompanied John to communicate feedback from the City and the mayor's office.

The following bullet points summarize the discussions:

- John expressed interest in seeing Liberty Street extended down the slope to the Bayfront Parkway
- Thinks this would bring an economic boom to the neighborhood around Liberty Street on the Bluff.
- Feels property values in the area along the Bluff have improved in the past years due to the development on the Bayfront but the streets south of the Bluff have not experienced this economic improvement.
- West Sixth Street was once a 'Millionaire Row' with large houses and in more recent years these houses have become attorney offices, museums, etc. and have remained in good condition.
- The neighborhoods north of sixth Street have not faired as well economically.
- Liberty Street is a main north-south street in the grid of this neighborhood area.
- Extending Liberty Street to the Bluff could bring a resurgence to the area with increase traffic flow that would support existing and future businesses in the area.

- Extending Liberty Street to the Parkway would also extend the street grid on the west side of downtown Erie to the Parkway which is something the west side is lacking.
- Low income, economic development matching monies are available for the downtown Erie area.
- John is aware of the sewer main that runs along the Bluff but feels this is not an insurmountable challenge and the advantages of extending the street to the Parkway far out-weighs any cost associated with altering this pipe.
- Kim Green expressed the Mayor's desire to see Liberty Street extended to the Parkway
- John also suggested an idea of creating an overhead walkway from the Bluff to the Bayfront at Sassafras Street.
- This pedestrian walkway would provide a covered access point from an area near the Convention Center to near downtown.
- The walkway would utilize the existing concrete retaining wall on the south side of the Parkway near the foot of Sassafras Street and would connect to a new parking garage structure on the north side of the Parkway in the gravel lot just east of the Convention Center entrance drive.
- There would be an elevator in the parking garage that would provide access to ground level.
- We discussed this idea and came up with several supporting ideas:
  - Building the parking garage would relieve the need for so much surface parking on the south side of the Convention Center.
  - A portion of the existing parking lots could become retail structures that would house stores that support the Convention Center users.
  - The retail stores could help form an enclosed or protected walkway from the Convention Center to the parking garage and the elevator to the enclosed overhead pedestrian walkway, providing a well protected winter and rainy day passage to the downtown side of the Parkway.
  - Sassafras Street and the streets that lead to the downtown business district could become retail shopping corridors with the increased pedestrian traffic from the Bayfront.
  - This could revitalize several blocks from Sassafras and Front Streets to the downtown area around State Street.

October 23, 2008 – Interview with representatives from the Erie Regional Chamber and Growth Partnership

Attendees:

- Jacob Rouch                      Vice President, Economic Development Division, ERCGP
- Douglas Massey                Coordinator, Business Retention Expansion Program, Economic Development Div., ERCGP
- Mary Bula                        Vice President, Growth partnership Division, ERCGP
- Michael Pistone                Research Coordinator, ERCGP
- Michael Kannard               Domokur Architects
- Julia Eagles                      Grant Administrator, EWPPA

The Erie Regional Chamber and Growth Partnership (ERCGP) is a 501c3 corporation formed in November 2002 through the merger of the Erie Conference on Community Development, the Erie Area Chamber of Commerce and Erie Insight.

The organization is made up of three divisions, Chamber of Commerce, Economic Development, and Growth Partnership. All three work together to support the organization's core mission of providing the leadership to attract, retain and expand business in the region.

- The Chamber Division is responsible for membership sales, programs and services.
  - Classic Chamber of Commerce in a lot of ways with networking events, major events, marketing and publications
  - Revenue-generating arm of the organization
  - A one-stop entry point for business coming into the community
  - Marketing for business attraction
- The Economic Development Division is dedicated to business attraction and helping current businesses expand and prosper.
- The Growth Partnership division is comprised of top decision-makers from Platinum, Gold, and Silver Chamber members and work to advance transformational community initiatives that impact the region's long-term economic future.
  - Strategic arm of the organization
  - Work on projects that will have a long-term impact on the community
  - Work with about 150 CEOs of the community
  - Smaller committee of about 15 people
  - Working on creating a vibrant downtown, creating public/private partnerships to make region a better place
  - Support regionalism in whatever forms make sense to make governments work better together
  - Up and running since Dec. of 2006
  - More visible projects have worked on, gaming revenue distribution, community college planning initiative – typically longer term projects
  - Creating strategic partnerships

We met with representatives from the ERCGP to discuss issues and concerns relevant to their membership.

The following bullet points summarize the discussions:

- Critically important that the Bayfront maintains an industrial function. Don't move sand docks, ship building, etc., other industrial operations out of the Port.
- Passenger ferry and roll-on, roll-off concepts (especially with high gas

- prices) should not be abandon and should be looked into much more.
- Process for developing the master plan needs to be community engaged.
  - Many in the community feel the Port accepts input but in the end does what they want to do.
  - These are things they are hearing from their constituents.
  - Get more than just the Port Authority Board involved.
  - Not just a public hearing but more involved process.
  - They can help us reach a broader constituent.
  - Thinks we should come into their next meeting to present project and ideas of master plan.
  - If this is a truly community-supported plan, the PA Governor will put cash into projects that support it.
- No one from the private sector has invested in the waterfront
  - Hotel for example, was not private money.
  - Feels John Britton's investment was passion for waterfront and not return on investment.
- GAF property - Over-riding concern from the community regarding the waterfront is what is going to happen with the GAF plant property.
  - Important piece of the waterfront for the community
  - Community not hearing anything so rumor mill starts.
  - Feel that the master plan needs to address what is envisioned for this property
  - Consultant explained that the Port feels that their hands are tied with the City of Erie moving forward with a committee to study the future use of the GAF property, so the plan was to deal with it more generally in the master plan. We indicated that it is now noted as mixed use development and would likely remain this designation in the master plan.
  - ERCGP feels that it must be addressed and that having a meeting with local CEOs would generate much discussion and ideas on what it should be.
- They expressed their membership's concern that the Port Authority does not include or inform the business community on development on the waterfront.
- ERCGP needs to be kept abreast of this process because the business community comes to them to find out what is happening on the Waterfront.
- Lots of renderings showing development on Doug James property on the east end of east Dobbins Landing and nothing ever happen which leads to lack of confidence of development on the Bayfront.
- Scotts property, they have had conversations with him on development ideas on their properties.
  - There are questions about how that property should be developed and whether of not there should be some direction given as how the community would like to see it fit in with the rest of the development on the Bayfront.
  - Scotts have expressed interest in building a hotel on the Bayfront but maybe need a TIFF
  - ERCGP wanted to know what Scotts said about development of their property and we indicated a list of items they said we could note as potentially developed on their property.
- Expressed concern about the Bluff Recession Study that DEP and its effect on development on the Bluff area. The ERCGP came out as

opposed to these development restrictions from DEP. Julia said that the Port has conveyed their desire to DEP that the Bluff within Presque Isle Bay be exempt from restriction of development on the Bluff.

- They referred to the private property area at the base of Liberty Street and that these restrictions would inhibit the development of this type of development.
- Feels certain development on the Bayfront was not strategic enough in determining what was really needed on the Bayfront as opposed to what could have been built anywhere. Used the Intermodal Terminal as an example of a building that takes up a lot of Bayfront space but was not strategically needed on the Bayfront.
- Ended by expressing their gratification for us coming down and talking to them and updating them on the process and scope of the project so they can convey the information to their constituents. And they felt that our attendance and presentation at their next meeting would be critical for us gathering additional information.
- Their next meeting is November 12, 2008. We will get back to them on our availability for that meeting. We will present the Power Point from the public meeting.

October 23, 2008 – Meeting with Ray Schrekengost at Erie Port Authority

Attendees:

- Ray Schrekengost      Executive Director, Erie Western Pennsylvania Port Authority
- Michael Kannard      Domokur Architects
- Doug Pomorski      Erie Western Pennsylvania Port Authority, Harbormaster
- Julia Eagles      Grant Administrator, Erie-Western Pennsylvania Port Authority

Met with Ray, Doug and Julia to review feedback from public meeting. We discussed several issue brought up at the community meeting.

- Short Sea Shipping comments we received at the meeting and on our web link to the presentation
  - This involves shipping containers and semi truck trailers rather than driving or using rail lines
  - Ray says the Harbor Maintenance tax restricts this from being economical since it put an additional cost on shipping it via the water
  - He also says the railroad lowers its rates for shipping these containers and trailers on their rail cars when they are threatened with this over-water shipping, which prices this shipping out of the market.
  - It is a good idea to relieve on-road trucking congestion and fuel use
  - Shipping in waters of the Great Lakes shuts down Mid-December to March which is another drawback
- Liberty Street extension to the Bayfront Parkway.

- ⌘ The west side sewer interceptor line runs along the Bluff and might inhibit the street extension cutting into the hillside to reach the elevation of the Parkway.
  - ⌘ Might try splitting the lanes of Liberty street so they head east and west separately, reducing the steepness of the roadway and the cut into the hillside.
- Boat Storage
  - ⌘ Port needs 50,000 sf of indoor boat storage area to make it economically feasible for them to store boats
  - ⌘ Need 4-5 additional uncovered storage area
  - ⌘ Storage needs to be along waterfront, near where boats are removed.
  - ⌘ Lampe Marina might work if had more property – need small area of Coke Plant
  - ⌘ Lampe has a boat lift.
  - ⌘ Issues with being outside of Bay and with dredging issues
- 3,000 Boat Slips now on Waterfront – this provide some approximation of storage needs.
- Ray agrees that there needs to be some control of visual quality of development on the Bayfront
  - ⌘ Nautical theme is what he thinks could work well
  - ⌘ He feels that City Council has done a good job in interpreting the vague Waterfront Zoning code language

November 12, 2008 – Erie Chamber and Growth Partnership Meeting Notes

The following is a summary of the comments voiced at the meeting held for members of the Erie Regional Chamber and Growth Partnership organization November 12, 2008.

- In your list of Objectives, in the presentation, what is meant by Insuring economic sustainability?
  - ⌘ That is in relation to the balancing land use on the Bayfront and we mean that the balance is not to make sure all types of land uses are equally distributed throughout the Bayfront but that there is a mix of land uses and that those uses must be supportable or add support to other uses. For example, There needs to be adequate spaces allowed for the industrial and work port portion of the Bayfront so existing and future needs of these uses are provided for but that doesn't mean that it should be spaced throughout the Bayfront.
- Will this plan coordinate with other agencies.
  - ⌘ We have spend countless hours interviewing people, organizations and government entities about what we are proposing and what they have done relative to our work and what they would like to see in the master plan.
- Will this plan be a color block diagram or show more specific design decisions.
  - ⌘ It will likely be a mix of both. Where we feel we can make decisions due to control of ownership of properties, then we will be specific about design decisions. Where we feel it is not

appropriate or possible to be specific due to private ownership of land or not enough available information, then we will more general in our decisions. But in the end, even in those areas where less detail can be provided, the plan will provide direction for desired character of future development in those areas and/or will provide detail on issues that will directly relate to or will be effected by the development of those areas such as making recommendations on circulation patterns or potential of land-swap ideas.

- The Bayfront Urban Zone as defined on the plan is an area where the process of development is of high importance to the business community.
- Are there any projects that are affordable within the next 1-2 years?
  - Yes. Some of the projects shown on the plan are either in the process of being further developed by the Port Authority or have been approved and are seeking or have received funding. For example, the McAllister Place project has been presented to and approved by council but still awaits funding/investors. The roadway extension east of the Chestnut Boat launch area has been designed and approved and partially funded. The Transient Docks near the hotel in the West Canal Basin has been funded.
- Who is the driving force of this master planning process.
  - The Erie-Western Pennsylvania Port Authority has taken the initiative to apply for and receive grant monies to develop the plan. Part of their process is to reach out to the community for guidance of the plan.
- How does the business community link with these types of plans/projects.
  - This question led to internal discussions among the members about a need for communication among members.
- How will the business community and their input be used.
  - As noted above, we are presenting our plans to the community, the business community included, to gather information and direction to help guide the plan.
- There needs to be a collective effort between the Municipal Planning Organization (MPOs), the Port Authority, the City of Erie, the Erie Metropolitan Transit Authority (EMTA), Erie Redevelopment Authority, etc.
  - This also led to internal discussion about how these organizations can stay up to speed with this and other planning processes.
- The plan needs to go back to basic economics such as cost and funds available.
- There needs to be a connection to the downtown.
- Primary transportation authorities need to be on-board with the plan.
  - It was noted that we are utilizing various planning studies developed by PennDot and have met with them throughout the process.
- Look at other cities and how they have gathered input into their planning process and how they have garnered funding for projects.
- The group made a general comment about the need to step up communication within their own ranks on these types of projects.



### November 12, 2008 – Meeting with Erie Water Works Representatives

#### Attendees:

- Paul Vojtek                      CEO, Erie Water Works
- Richard Dreyfus              Board Member, Erie Water Works
- Julia Eagles                    Grant Administrator, Erie-Western Pennsylvania Port Authority
- Michael Kannard              Domokur Architects

The Erie Water Works is an independent organization that operates the Erie water systems. Their goal is to operate, maintain and rehabilitate the water system for the Erie, Pennsylvania region. Their Mission is "To guarantee a continuous, uninterrupted, reasonably priced supply of quality water to its customers which assures public health while promoting stability and future development." The Water Works has been a major tenant and player on the Bayfront of Erie for over 100 years.

The following is a summary of our conversations with the Water Works representatives:

- It is likely that the Water Works will need the open space land to the east of the Bayfront Parkway facility to expand in the future due to tightening regulations.
- It is very possible that the Parkway plant will need to have a fence installed around this plant.
- The existing subsurface clear-well water holding tanks extend under the parking area to the east of the building.
- There used to be the old public swimming pool under the parking lot to the west of the WW building.
- There used to be a small aquarium in the existing Water Works building on the north side of the Bayfront Parkway.
- Dr. Dreyfus became interested in developing an aquarium on the Bayfront.
  - He has visited several aquariums throughout the United States and Canada.
  - He has developed plan ideas for the aquarium and the GAF site and will be willing to share his knowledge and ideas with us.
  - He has also done extension studies on the economics of an aquarium and will share that info with us.
- The WW plant on the north side of the Parkway operates only a portion of the year and shuts down during the winter months. It provides a backup for the larger plant west of Erie and also allows for the other plant to be shut down for repairs.