

Phase 4 Project Fact Sheet

Project Title
City of Niagara Falls, Highland Brownfield Opportunities Area (Phase 2) Project
Project Acronym
NF-BOA
Involved City/Region
CITY: City of Niagara Falls; REGION: Buffalo-Niagara
Existing Relationships with German Cities
None - yet
Population
CITY: Niagara Falls is a Place in Niagara County, NY, total population of 55,677. REGION: Buffalo-Niagara Falls, NY Metro is a Metropolitan Area consisting of Erie and Niagara Counties, total population of 1,170,111.
Main Characteristics of the Region
CITY: <ul style="list-style-type: none">• Niagara Falls ranks lowest on Pct. of low-income Small Business/Self-Employed Return of any Place in New York. It has the lowest Pct. ret. with inc. under \$25,000 and filing non-farm proprietor. It ranks 6th lowest on Pct. ret. with inc. under \$25,000 and filing as farm proprietor. It ranks lowest on Average Adjusted Gross Income. Housing median year structure built, 1946, Housing Vacancy 13.4%. REGION: <ul style="list-style-type: none">• Buffalo-Niagara Falls, NY Metro ranks 3rd highest on Pct. housing units in structures with 2 to 4 units of any Metropolitan Area. It has the 7th highest Pct. of housing units built before 1970. It ranks 6th lowest on Pct. of housing units built from 1980 to 1989. It has the 10th highest Pct. households with no car available.•
Main Challenges of the Region
CITY & REGION: <ul style="list-style-type: none">• Over reliance on Manufacturing Sector, Employment growth in other sectors insufficient to replace manufacturing job loss;• Less Population, More Developed Area In the last half of the 20th century, the region's urbanized area nearly tripled in size, expanding from 123 square miles in 1950 to 367 square miles in 2000. Over the same period, population increased by only 7%,• Density Declines & Disinvestment. Between 1990 and 2000, the Region experienced the nation's highest rate of decline in suburban population.• Derelict inner city neighborhoods and inner city industrial use districts

Plans for the Region

CITY:

- <Niagara Falls Strategic Master Plan (2004)

<http://www.niagarafallsusa.org/>

- Achieving Niagara Falls Future: Waterfront Agenda (2002)

<http://urbandesignproject.ap.buffalo.edu/pub/fallsFuture.htm>

- Highland Redevelopment Plan (1999)

Not available

REGION:

- (Draft) Niagara Region Brownfields Waterfront Plan (2006)

Not available

- Erie Niagara Regional Framework for Growth (2006)

<http://www.regionalframework.com/documents.asp>

Cooperation interests/Lessons wanted to learn from German practitioners

- Linking infrastructure and capital investment programs to long term revitalization goals
- Political consensus about growth and strategic investment within a multi-jurisdictional context
- ...

Project Partners, Contacts, and weblink(s) for more information

Niagara Region Brownfields Coalition

Local, State and Federal Contacts

City of Buffalo

Office of Strategic Planning

John M. Fell, AICP

Community Planner

Phone: (716) 851-4533

Email: jfell@city-buffalo.com

City of Niagara Falls

Office of Planning and Environmental Services

Thomas J. DeSantis, AICP

Senior Planner

Phone: (716) 286-4477

Email: thomas.desantis@niagarafalisny.gov

Erie County

Department of Environment & Planning

Christopher S. Pawenski

Coordinator, Industrial Assistance Program

Phone: (716) 858-2950

Email: pawenskc@erie.gov

Niagara County
Department of Economic Development

Amy E. Fisk, AICP
Environmental Planner
Phone: (716) 278-8754
Email: amy.fisk@niagaracounty.com

STATE CONTACTS

New York State Department of Environmental Conservation
Region 9

Gregory Paul Sutton, P.E.
Regional Hazardous Waste Remediation Engineer
Phone: (716) 851-7220
Email: gpsufton@gw.dec.state.ny.us

New York State Department of State
Division of Coastal Resources

Elaine Miller
Brownfield Opportunity Area Coordinator
Phone: (607) 721- 8756
Email: emiller@dos.state.ny.us

FEDERAL CONTACTS

United States Environmental Protection Agency
Region 2

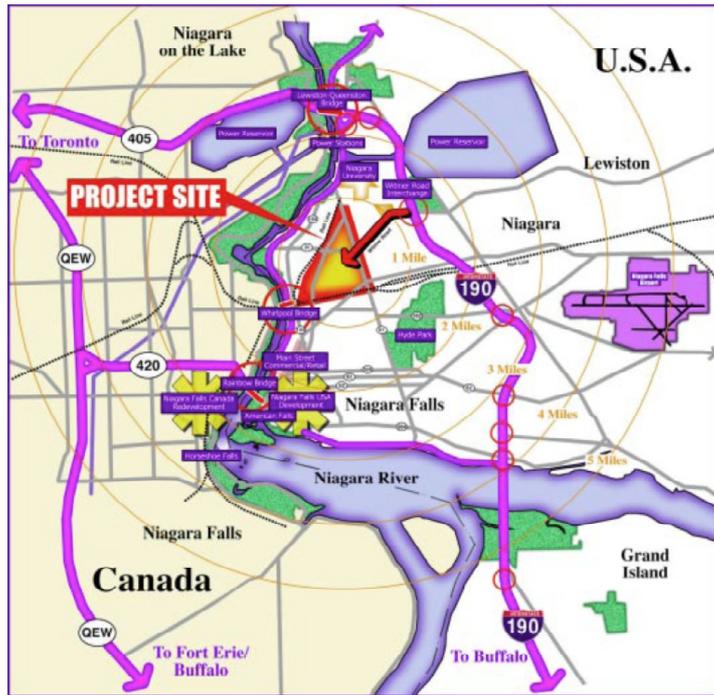
Larry D'Andrea
Chief, Brownfields Section
Phone: (212) 637-4314
Email: DAndrea.Larry@epamail.epa.gov

Armando Jimenez
Brownfields Project Manager
Phone: (212) 637-4347
Email: jimenez.armando@epamail.epa.gov

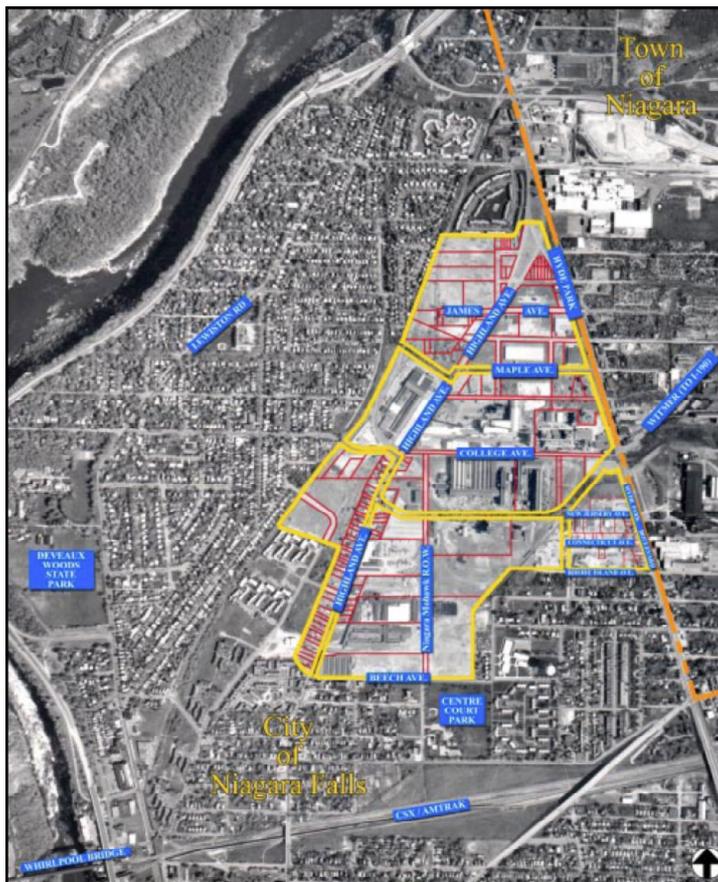
CANADA CONTACT

Patrick Robson
The Regional Municipality of Niagara
Planning
Phone: (905) 685-1571
Email: patrick.robson@regional.niagara.on.ca

City of Niagara Falls, Project Site Context Map



Highland Area, Project Site Detail



Phase 4 Project Fact Sheet

Project Title
Gilbert & Bennett Wire Mill Redevelopment
Project Acronym
GLDC
Involved City/Region
Redding, Connecticut and the Georgetown Special Taxing District
Existing Relationships with German Cities
None
Population
8,500
Main Characteristics of the Region
<ul style="list-style-type: none"> • Rural • Affluent NYC Bedroom Community • Former Mill Complex abandoned in 1989 • Surrounding Area mostly high net worth homes with 2 – 4 acres
Main Challenges of the Region
<ul style="list-style-type: none"> • Transportation (Roads not suitable for current development) • Sprawl • Air Quality (Region is in a “non-attainment area”) • Energy (brownouts, insufficient capacity for energy delivery) • Affordable Housing
Plans for the Region
<ul style="list-style-type: none"> • New roads to service vehicular traffic • New Transit station for additional train service • Land use ordinances to restrict new development • Energy generation programs • Affordable Housing to address needs
Cooperation interests/Lessons wanted to learn from German practitioners
<ul style="list-style-type: none"> • Transportation Oriented Development examples • Energy efficiencies “Green Building Technologies” • Collaborative Planning procedures • Inter-Governmental/Intra-Governmental process
Project Partners, Contacts, and weblink(s) for more information
US EPA (Region 1 Boston, MA) http://www.epa.gov/region1 State of Connecticut www.ct.gov Town of Redding

www.townofreddingct.org

Georgetown Land Development Company, LLC

www.georgetownland.com

Attach a Map or Picture



AERIAL PHOTOGRAPH BY: [unreadable]

DATE: [unreadable]

SCALE: [unreadable]

DATE: [unreadable]

DATE:	NOV. 17, 2010
SCALE:	1" = 100'
PROJECT:	GEORGETOWN LAND DEVELOPMENT
CLIENT:	FORMER, CLERK & BERNETT MFG. CO.
CONTRACT:	00000000000000000000
GRAPHIC SCALE	

F&O FURS & O'NEILL, INC. Consulting Engineers
100 HAYDEN ROAD, SUITE 200, GEORGETOWN, MD 21038

www.fandoe.com

GEORGETOWN LAND DEVELOPMENT
AERIAL PHOTOGRAPH
FORMER, CLERK & BERNETT MFG. CO.

00000000000000000000

00000000000000000000

DATE:	NOV. 17, 2010
SCALE:	1" = 100'
PROJECT:	GEORGETOWN LAND DEVELOPMENT
CLIENT:	FORMER, CLERK & BERNETT MFG. CO.
CONTRACT:	00000000000000000000

Phase 4 Project Fact Sheet

Project Title
Portland Regional Brownfield Projects: Willamette and Columbia River
Project Acronym
1. South Waterfront 2. River District 3. North Marine Drive
Involved City/Region
City of Portland, Oregon; Multnomah County, OR; Willamette and Columbia Rivers, Oregon and Washington
Existing Relationships with German Cities
Collaboration with Duisburg, North Rhine-Westphalia since 1998 Population of Duisburg and Portland almost identical; River Ruhr and Willamette River historical, economic and ecological features very comparable, including brownfields distribution along rivers and waterfront redevelopment, and that Duisburg and Portland are two of the largest “inland” (fresh water) ports in Germany and the US, respectively. Focus of planning in Duisburg and Portland on multi-modal transportation infrastructure supporting existing and planned land uses.
Population
Regional population (tri-county metro area plus) 2.05 million; urbanized tri-county metro area 1.8 million; city population approximately 550,000.
Main Characteristics of the Region
<ul style="list-style-type: none">• The land area under the jurisdiction of the Metropolitan Service District or “Metro” (one of the only elected regional governments in the US), consists of 25 separate cities across 296,197 acres (119 866.6 hectares) or 462.8 square miles (1198.6 square kilometers).• Portland Metro economy has grown 112% since 1975, doubling the number of jobs and making it the 10th fastest growing of the US’s 50 largest metro areas since 2000. The region’s industry clusters include high technology, metals, food processing, textile goods, wood products and creative services.• International port facilities define the region, including the #3 grain export region in the world, the #1 wheat export port in the US; the #1 auto port on the US Pacific coast and the #4 auto import port in the US; and the largest bulk mineral port on the US Pacific coast.• Portland is one of the US centers for sustainable development and the region is one of the nation’s largest suppliers of renewable energy.
Main Challenges of the Region
<ul style="list-style-type: none">• Balance the region’s growth by maintaining a compact urban form, with easy access to natural areas, open space, farm and forest lands by (1) preserving existing and stable neighborhoods by focusing commercial and residential growth in mixed-use centers and corridors at a pedestrian scale; (2) ensuring affordability and maintaining a variety of housing and transportation choices

with good access to jobs and foster market-based preferences within planning framework; and (3) targeting public investments to reinforce a compact urban form and protect surrounding farm and forest lands from urbanization.

- Protect industrial land resources (the “Industrial Sanctuary”) and promote job-based growth on industrial lands served by existing infrastructure (“Shovel-ready” industrial sites)

Plans for the Region

- Regional Framework Plan (adopted 1997): Planning to promote compact urban growth and settlement patterns, increase urban housing densities, manage the Urban Growth Boundary (UGB) and protect lands outside the UGB for natural resources, future urban and other uses.
- Metro 2040 Growth Concept (2040 Plan, adopted 1995): a coordinated plan of land use and transportation policies intended to allow the region to accommodate 720,000 additional residents and 350,000 additional jobs by the year 2040.
- Mixed-use urban centers inside the urban growth boundary are one key to the 2040 Growth Concept and the Regional Framework Plan. Mixed-use urban centers are higher density centers of employment and housing that are well served by transit to form compact areas of retail, cultural and recreational activities in a pedestrian-friendly environment. Mixed-use centers provide efficient access to goods and services, enhance multi-modal transportation and create vital, attractive neighborhoods and communities. The central city is the largest market area, the region’s employment and cultural hub. Regional centers serve large market areas outside the central city, connected to it by high capacity transit and highways. Smaller town centers with local shopping and employment opportunities within a local market area connect to each regional center by road and transit. Planning for all of these centers seeks a balance between jobs, housing and unique blends of urban amenities so that more transportation trips are likely to remain local and become more multi-modal.

Cooperation interests/Lessons wanted to learn from German practitioners

- Success of regional planning efforts in balancing growth with reduction of land consumption
- Effectiveness of managing the interface of urban and natural areas (including reclaimed areas)
- Energy efficiency, transportation alternatives in redevelopment
- Integration of high-density urban redevelopment and policies to protect industrial and job-growth areas

Project Partners, Contacts, and weblink(s) for more information

Douglas C. MacCourt, 503-226-8672 (primary contact); dcm@aterwynne.com
City of Portland: South Waterfront
(<http://www.portlandonline.com/planning/index.cfm?c=34291>);
North Marine Drive (www.ampo.org/assets/library_3/5_brownfields.pdf);
Portland Development Commission: River District (<http://www.pdc.us/ura/river.asp>):
Willamette Industrial Urban Renewal Area (<http://www.pdc.us/ura/willamette-industrial/default.asp>); Downtown Waterfront Urban Renewal Area
(<http://www.pdc.us/ura/dtwf/dtwf.asp>);
2040 Plan (transportation)

<http://www.portlandonline.com/transportation/index.cfm?&a=87208&c=36900>);

**Attach a Map or Picture
Regional Fact Book (attached)**



Bio for Doug MacCourt:

Doug MacCourt is a Partner in the Portland, Oregon office of Ater Wynne LLP where he specializes in environmental law and energy development. Mr. MacCourt advises clients in real estate acquisitions, brownfield and Superfund cleanups, land use permitting, the purchase and sale of businesses with environmental liabilities, and he assists industry and tribal governments to permit, finance, develop and operate energy projects including coal- and gas-fired generation, high-voltage transmission, wind, solar, ethanol and biofuels facilities. Doug developed and managed the City of Portland's EPA-funded Brownfield Programs throughout the 1990's. He is a member of the US German Bilateral Working Group for sustainable reuse of brownfields, and serves on the Board of Directors for the National Association of Local Government Environmental Professionals (NALGEP) based in Washington, DC. Doug is a co-author of the Oregon Environmental Law Deskbook, published by the Oregon State Bar Association, and is listed in *Chambers USA: America's Leading Lawyers for Business*.

Phase 4 Project Fact Sheet

Project Title
The Tri-State New York/New Jersey/Connecticut Metropolitan Region
Project Acronym
RPA
Involved City/Region
New York City and Surrounding Metro Region
Existing Relationships with German Cities
None
Population
20 Million
Main Characteristics of the Region
<ul style="list-style-type: none"> • \$1 Trillion Annual Economy • 3 States, 31 Counties, over 800 Municipalities • 13,000 Square Miles
Main Challenges of the Region
<ul style="list-style-type: none"> • Sprawling Development Patterns • Aging Infrastructure Systems • Uncoordinated Planning Structure
Plans for the Region
<ul style="list-style-type: none"> • RPA's Third Regional Plan (1996) • New York City's PLANYC 2030 • New Jersey's State Development and Redevelopment Plan (SDRP) • Connecticut's Plan of Conservation & Development (PCD) • Various Regional Plans
Cooperation interests/Lessons wanted to learn from German practitioners
<ul style="list-style-type: none"> • How to improve the redevelopment process. • Exploring creative financing techniques, including value recapture, public-private partnerships, etc. • New regional planning models to build consensus • Elevating design in the planning process
Project Partners, Contacts, and weblink(s) for more information
Regional Plan Association, www.rpa.org

Attach a Map or Picture

