



Master Plan Refresh:

A Vision for the Former Erie Coke Site

May 2026

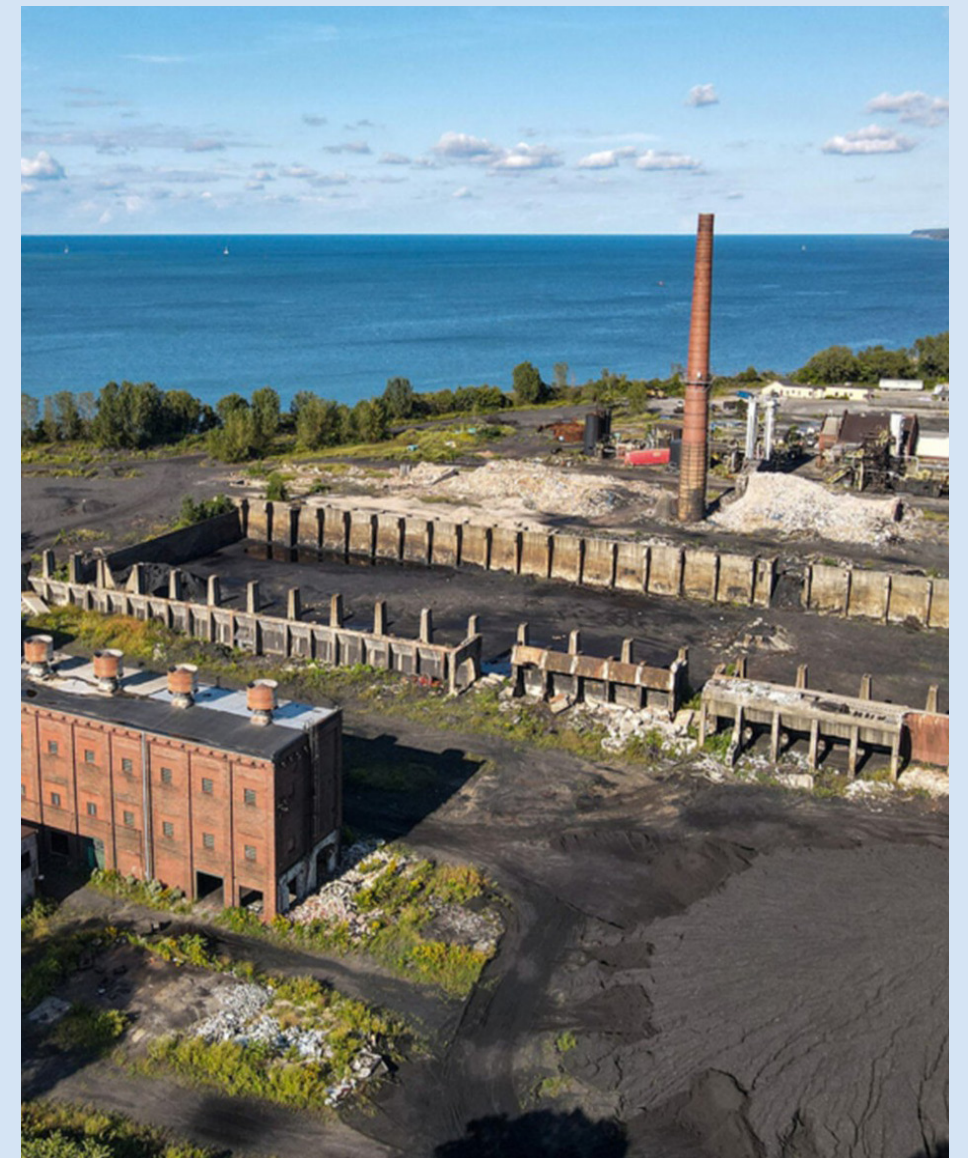
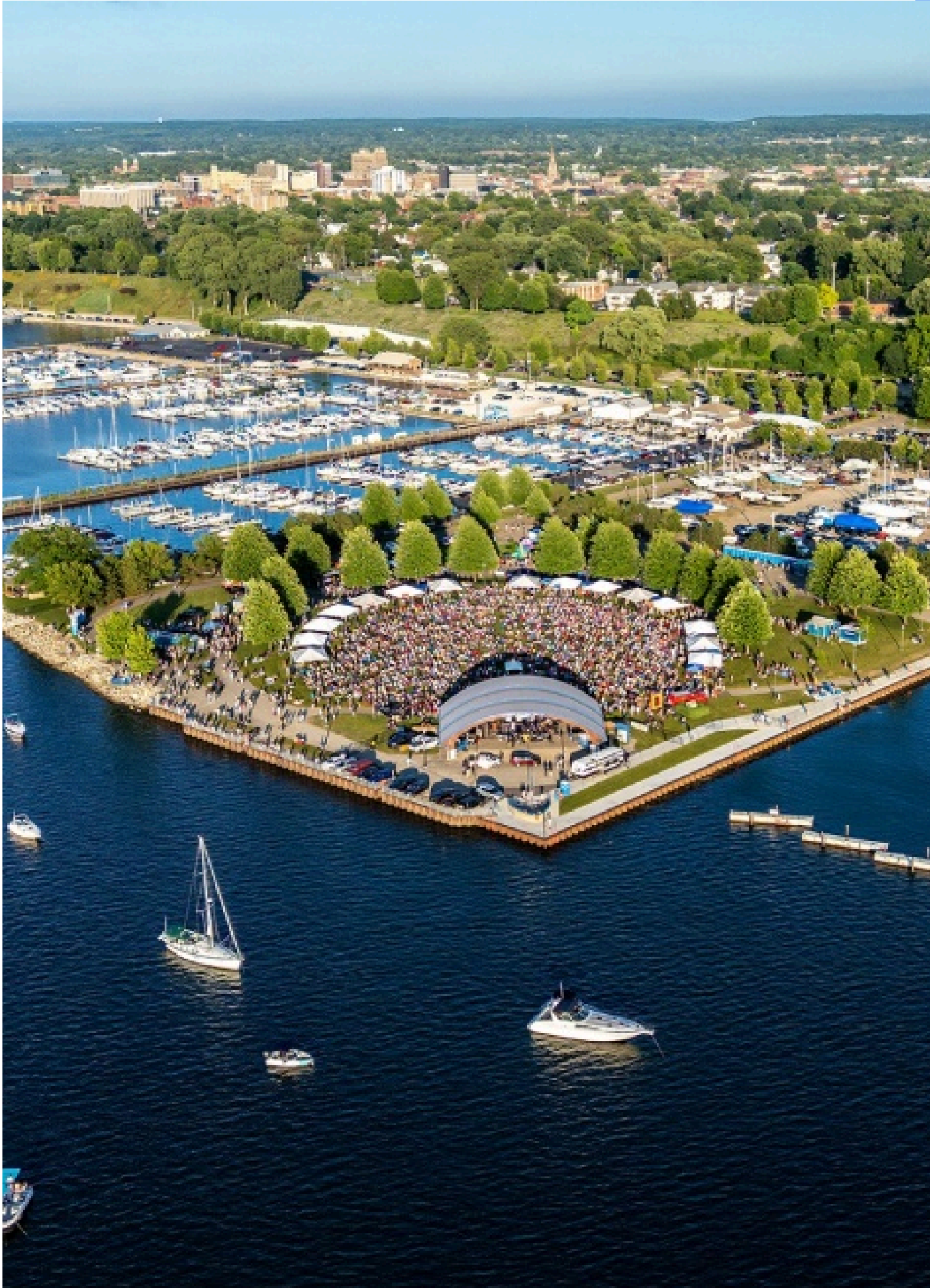


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- Staff at both PADEP and the PennDOT Planning Deputate and PennDOT Multimodal Deputate

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- Representative Ryan Bizzarro and Staff
- Representative Patrick Harkins and Staff
- Representative Robert Merski and Staff

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- Former City of Erie Mayor Joseph Schember and Staff
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The Master Plan Refresh is the result of the leadership of the EWPPA’s Board of Directors, who had the vision to pursue and ultimately secure ownership of the property in 2024 and to begin the process of transforming it into a new waterfront asset benefiting the entire Erie region:

- | | |
|---|---|
| • Jeffrey Brinling, Chairman | • Jamie Martin-Stewart, Board Member |
| • Sharon Knoll, Vice Chairwoman | • William Petit, P.E., Board Member |
| • Carl Wolfrom, Treasurer | • David Uhlig, Board Member |
| • William Panitzke, Secretary | • Daria Devlin, Former Board Member |
| • Patrick Groner Jr., Board Member | • Captain Scott Hitz, Former Board Member |
| • Kimberly Jefferys, P.E., Board Member | • Captain William Sabatini, Former Board Member |



Executive Summary



Executive Summary

Purpose of the Master Plan Refresh

The Master Plan Refresh: A Vision for the Former Erie Coke Site establishes a long-term vision for the former Erie Coke Site (the Site), an approximately 194-acre waterfront property (comprised of approximately 87 acres each of both land and water lots) that represents one of the most significant redevelopment opportunities along Lake Erie. Acquired by EWPPA in 2024 following the closure of industrial operations in 2019, the Site is positioned to play a central role in shaping the future of Erie’s eastern Bayfront. This document sets forth a flexible framework to inform planning, investment and decision-making over the upcoming decades in alignment with EWPPA’s strategic goals while responding to environmental conditions, market realities, and community voices.

At its core, the plan envisions the transformation of a legacy industrial site into a productive, accessible, and resilient waterfront asset. Recognizing the Site’s complexity and the evolving realities of market opportunities, this Vision does not prescribe a fixed development outcome. Instead, this document identifies a balanced approach to meeting several key community goals, including environmental restoration, expanded public access, recreational opportunities, maritime compatibility, and economic integration with the eastern Bayfront. Grounded in a recognition of the environmental challenges of the Site as they are understood today, this plan will help to refine remediation strategies, support efforts to secure funding, and continue to articulate community goals for the Site and nearby properties to accelerate community-focused redevelopment across Erie’s waterfront.

Key Findings and Recommendations

The Site’s history as a coke production facility has resulted in widespread environmental contamination in soil, groundwater, and sediment, requiring comprehensive remediation prior to redevelopment. Located within a designated Environmental Justice Area, the Site’s cleanup and future uses must prioritize public health, environmental safety, and equitable outcomes. These conditions shape both the timing and structure of redevelopment, reinforcing the need for a carefully sequenced and flexible implementation strategy.

The market analysis indicates that Erie’s growth patterns are modest and largely concentrated outside the urban core, with the strongest opportunities emerging in office, industrial, and recreation-oriented uses. Demand for Class A office space and port-supportive employment uses presents a key opportunity, while industrial activity remains a stable component of the regional economy. At the same time, the Bayfront’s role as a recreational and tourism destination continues to grow, with boating, fishing, and related activities generating significant economic output and employment.

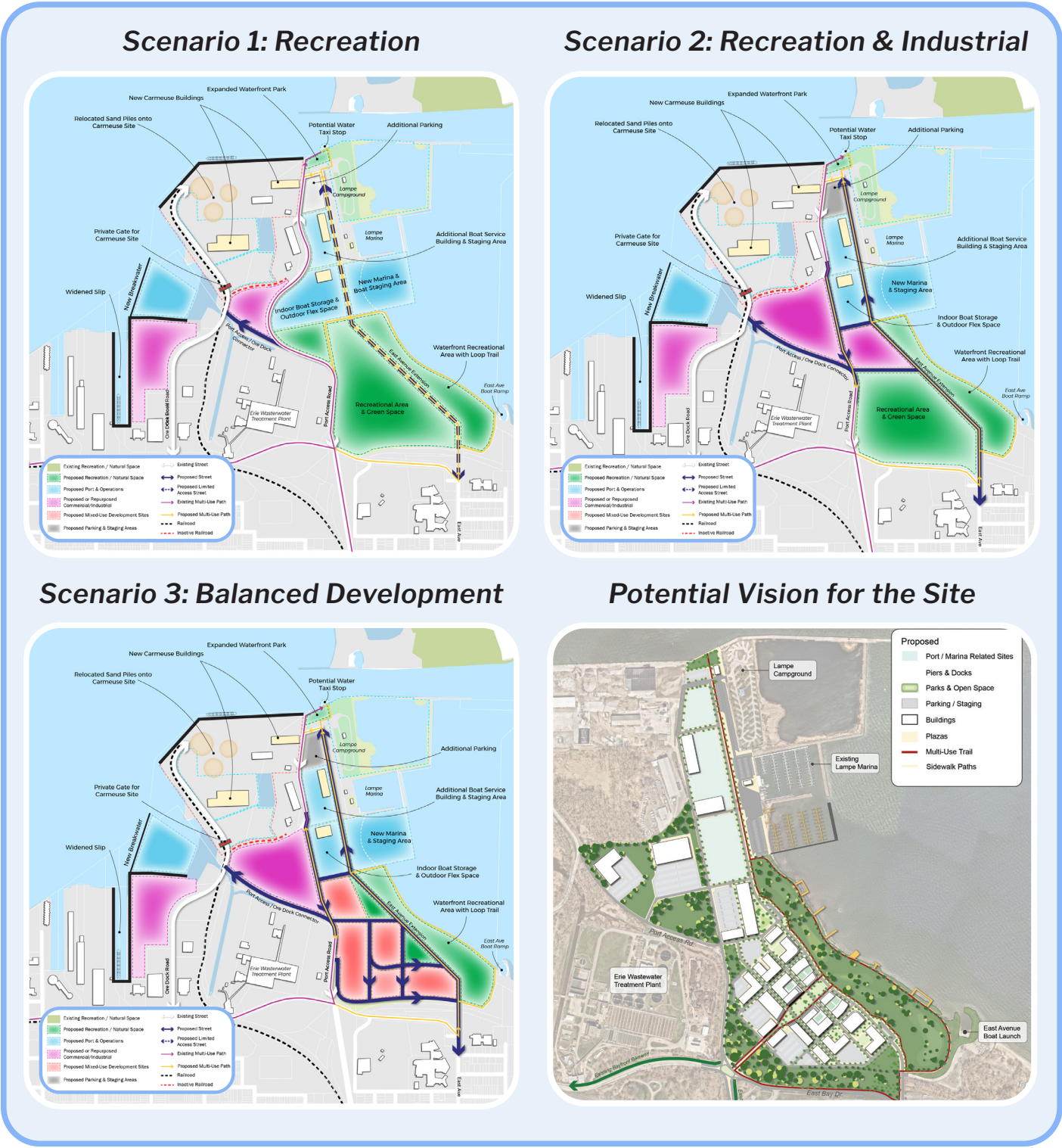


Figure 1: Proposed Scenarios and Potential Vision for the former Erie Coke Site



Figure 2: Ongoing and future steps to re-imagine the former Erie Coke Site

Community and stakeholder engagement played a central role in shaping the Vision. Input from residents, Port tenants, and local stakeholders highlighted a strong desire for increased public access to the shoreline, expanded recreational amenities, and meaningful economic opportunities tied to the Port’s operations.

Collectively, these findings support a balanced redevelopment approach anchored by substantial waterfront access, expanded marina operations, and high-quality office and light industrial uses that will meaningfully increase year-round job opportunities for Erie residents and increase the city’s tax base. This approach emphasizes flexibility, allowing land uses to shift over time in response to economic conditions while leveraging the Site’s unique waterfront location and history as a working waterfront.

Next Steps

Redevelopment of the Site will most likely occur over time through a phased approach aligned with environmental remediation milestones, infrastructure improvements, and funding availability. Early efforts will focus on advancing site cleanup, securing public and private investment, and identifying opportunities for interim activation that can begin to reconnect the Site to the surrounding community. As this work progresses, the specific development outcomes may evolve due to changing market conditions and unforeseen opportunities.



Figure 3: Conceptual Vision Section from East Ave to Waterfront Park Piers

While the path forward may not be entirely predictable due to the scale of the Site and of its challenges, the Port’s unambiguous commitment to transforming the former Erie Coke property into an asset aligned with the goals and long-term interests of the Erie community is clearly defined in this document.

Chapter 1

Introduction

*Erie-Western Pennsylvania Port Authority
Master Plan Refresh: A Vision for the Former Erie Coke Site*



1. Introduction

Objectives of the Reuse Vision

The Erie-Western Pennsylvania Port Authority (EWPPA) Master Plan Refresh proposes a long-term reuse strategy for the former Erie Coke Site (the Site) that will guide redevelopment decisions for the next 100 years. As one of the largest remaining waterfront parcels along Lake Erie, approximately 194-acres in total (roughly half land and half water lots), the Site presents a once-in-a-generation opportunity to reshape the eastern Bayfront in a manner that reflects both the EWPPA’s long-term vision and the priorities of surrounding communities.

The 2018 Master Development and Facilities Plan identified the Site as a strategic opportunity to advance EWPPA’s core goals, including strengthening connections between the Bayfront and Downtown, improving environmental conditions, enhancing the visitor experience, expanding revenue-generating opportunities, and envisioning the future of the Bayfront beyond a 20-year horizon. Since that time, EWPPA has advanced multiple Bayfront initiatives while forming a partnership with the Erie County Redevelopment Authority to investigate acquisition and cleanup of the Site. Ownership was formally transferred to EWPPA in May 2024.

This Master Plan Refresh focuses specifically on the Site and establishes a reuse framework that aligns with the Master Plan’s seven guiding goals (see Chapter 2 Existing Conditions) while responding to site-specific conditions, environmental remediation requirements, and the Site’s designation as a state Environmental Justice Area. The reuse strategy seeks to transform a legacy industrial property with a documented history of environmental contamination into a productive, accessible, and resilient waterfront asset.

The long-term vision for the Site balances environmental restoration, public access, recreation, maritime compatibility, and economic integration with the eastern Bayfront. The reuse strategy is designed to evolve over time, allowing phased redevelopment that responds to remediation milestones, infrastructure investments, and changing economic conditions, while ensuring that redevelopment remains consistent with both the EWPPA’s strategic objectives and the broader community vision for a connected, vibrant Bayfront.

By providing a framework for future redevelopment, this Master Plan Refresh will help to refine remediation strategies, support efforts to secure funding, and articulate community goals for the Site, in order to accelerate community-focused redevelopment.

Roadmap to Reinvestment

The Erie-Western Pennsylvania Port Authority (EWPPA), together with the Erie community, is envisioning a future for the Former Erie Coke Property, transforming it into a vital component of the City of Erie and the Lake Erie waterfront.

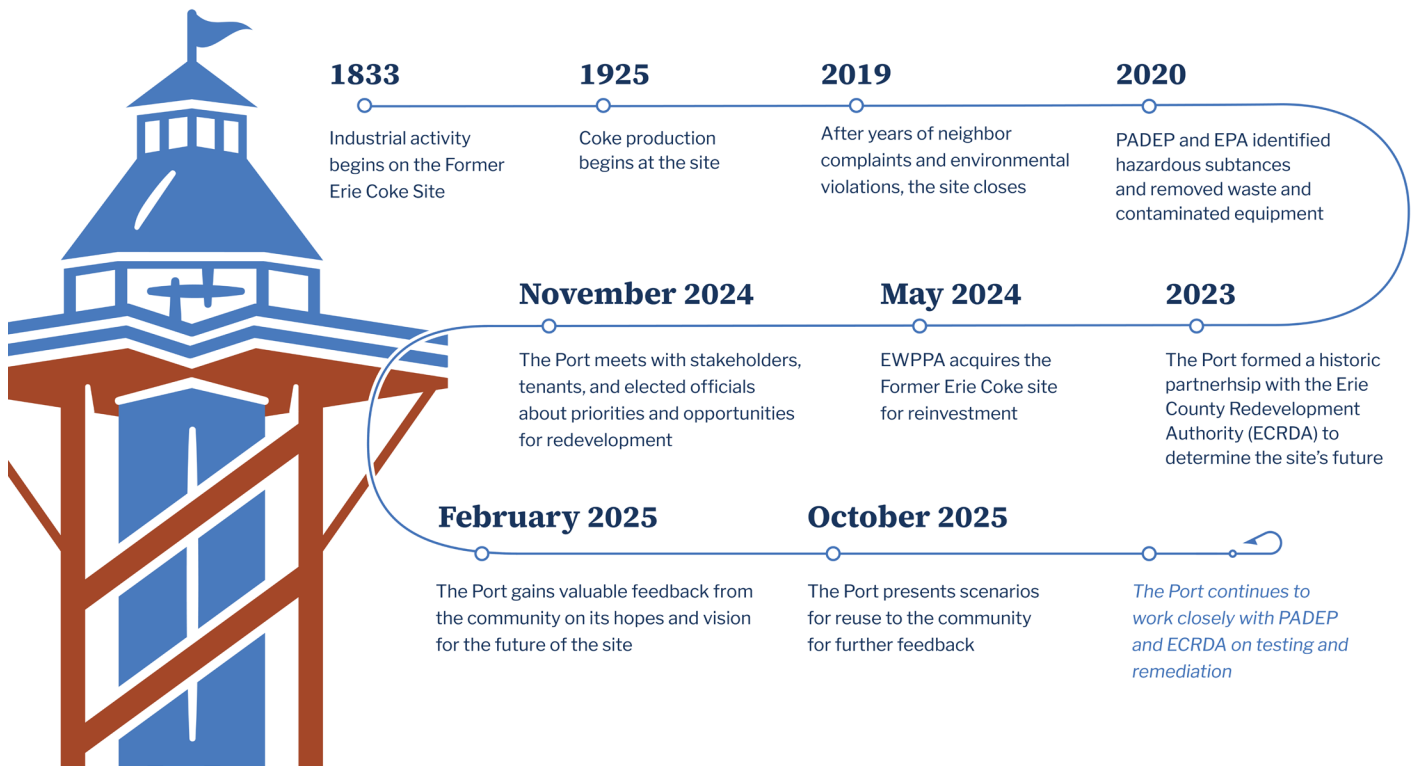


Figure 4: Site History Timeline

Methodology and Scope

METHODOLOGY

The reuse strategy for the Site was informed by a comprehensive review of the Site’s historical evolution, environmental conditions, regulatory status, surrounding real estate market trends, and community priorities. The planning process recognizes that redevelopment of the Site must be understood within the full arc of its industrial past and environmental transition.

As illustrated in the Site History Timeline, industrial activity began on the property in 1833, with coke production formally commencing in 1925. For nearly a century, the facility operated as a heavy industrial production center supporting the steel industry and maritime commerce. Over time, operations at the Site included 58 coke ovens, boilers, wastewater treatment systems, rail infrastructure, and associated byproduct recovery systems. Following years of environmental violations and community complaints, the facility remained permanently closed in 2019.

Subsequent investigations by the Pennsylvania Department of Environmental Protection (PADEP) and the U.S. Environmental Protection Agency identified hazardous substances remaining on-site, leading to a time-critical Removal Action completed by USEPA in 2022 under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). PADEP continues to oversee site characterization and remediation under the Pennsylvania Hazardous Sites Cleanup Act (HSCA) and Act 2 standards. These environmental conditions, and the Site’s location within a designated Environmental Justice Area, are central to redevelopment planning.

In 2023, the EWPPA formed a partnership with the Erie County Redevelopment Authority (ECRDA) to determine the Site’s future, and in May 2024 formally acquired the property for reinvestment. Since acquisition, the EWPPA has engaged stakeholders, Port tenants, Elected Officials, and community members to identify priorities and opportunities for redevelopment. Feedback gathered in late 2024 and early 2025 helped shape the reuse scenarios presented in this Master Plan Refresh.

SCOPE

The scope of this Master Plan Refresh focuses specifically on establishing a long-term reuse framework for the Site that:

- Aligns with the 2018 EWPPA Master Plan goals
- Responds to environmental remediation requirements and regulatory oversight
- Integrates the Site into the broader economic ecosystem of the eastern Bayfront
- Expands public access and connectivity to Lake Erie
- Supports phased redevelopment over a 100-year planning horizon

Rather than presenting a fixed development plan, the vision establishes a flexible framework that allows for incremental activation of the Site in coordination with remediation milestones, infrastructure improvements, and evolving market conditions.

In addition to the Master Plan Refresh, EWPPA simultaneously developed an asset management framework and tool to deliver functional outputs to support master planning, decision making, stakeholder outreach efforts, and funding and finance plans for future investments. The asset management framework and tool will support the Port’s efforts to:

- Establish a comprehensive asset inventory and database
- Develop a tool for updating and maintaining asset data
- Enable scenario planning and capital program development
- Assist in developing project plans for future funding opportunities.

Together, the Master Plan Refresh and Asset Management Framework will help EWPPA improve operations, bring and maintain properties and assets in a state-of-good-repair, and enhance the Port’s economic competitiveness to the benefit of the City of Erie, the surrounding communities, and the Commonwealth as a whole.



Figure 5: Current State of the Erie Coke Site

Chapter 2

Existing Conditions



2. Existing Conditions

Master Plan Review

In 2018, the EWPPA released a Master Development and Facilities Plan (Master Plan). The priority goal of the Master Plan was to explore the Port’s holdings and leverage existing assets to their fullest potential. The goals of the Master Plan are listed below.

- **Goal 1:** Connect the Bayfront and treat it as an extension of the Downtown
- **Goal 2:** Raise awareness and celebrate Port Authority places and activities
- **Goal 3:** Improve the experience for those that use the Bayfront (EWPPA) venues
- **Goal 4:** Improve (shore up) the EWPPA infrastructure
- **Goal 5:** Envision the future of the Bayfront (20 years and beyond)
- **Goal 6:** Improve the Bayfront environment
- **Goal 7:** Increase revenue generating opportunities on EWPPA properties

The Site was identified as part of the implementation strategy to expand the EWPPA’s holdings and achieve the Master Plan’s goals. The Site closed in 2019, and in October 2023 the EWPPA and the Erie County Redevelopment Authority (ECRDA) formed a partnership to investigate the potential acquisition and environmental clean-up of the Site. As of May 15th, 2024, the EWPPA became the owner of the property. This Master Plan Refresh focuses on the Site and presents recommendations for reuse that activate the Site through passive and active recreation and integrate the Site into the broader economic ecosystem of the eastern Bayfront. In addition to procuring the Site, other aspects of the Master Plan have been advanced since 2018. A full record of progress made since the 2018 Master Plan can be found in the appendix.

Complete

- Provided new seawall and new pavers along the north side of Dobbins Landing East
- Provided additional camping capacity (42 campsites in 2018 to 56 as of 2026)
- Repaired/replaced failing sea walls at Port Authority office, east wall of slip and Liberty Park, north seawall
- Replaced Lampe Marina docks

Figure 6: Summary of Complete Recommendations from the 2018 Master Plan

In Progress

- Continue the urban streetscape along State Street north of Bayfront Parkway.
- Develop the northeast and northwest corners of State Street and Bayfront Parkway with zero lot line buildings
- Develop the NW corner of Holland Street and Bayfront Parkway with zero lot line buildings.
- Maintain/enhance wharfs for large vessel shipping and cargo conveyance
- Repair or replace failing sea walls at East Dobbins Landing and East slip at Donjon and Carmeuse
- Improve access at Lampe Marina
- Enhance/create development opportunities at Dobbins Landing
 - › EWPPA managing the Tower
 - › Exploring activation of the Site with new partners
 - › Connecting the water taxi to Presque Isle
- Improve the experience for those that use the Bayfront (Port Authority) venues
 - › Partnering with Erie Events to manage Liberty Park Infrastructure and the Liberty Park-Rebich Investments Amphitheater with increased activation, including additional concerts and events
- Increase revenue generating opportunities on Port Authority properties
 - › Exploring Shorter term leases
 - › Providing prospective tenants with clearer descriptions of leaseable property
 - › Establishing stronger lease provisions that deal with building design and property maintenance
 - › Continuing to explore grant funding opportunities

Figure 7: Summary of In-Progress Recommendations from the 2018 Master Plan

Former Erie Coke Site

OVERVIEW

The Site is located at 925 East Bay Drive in the City of Erie, Erie County, Pennsylvania and consists of several parcels of land and water lots totaling approximately 194 acres. The Site is located within a state-designated Environmental Justice Area, bordered to the north by Lake Erie and Lampe Marina, to the east by the East Avenue Boat Ramp (Boat Ramp), to the south by a residential area and the Barber National Institute, and to the west by the City of Erie wastewater treatment plant. General land uses near the Site include commercial, industrial, and residential uses. The population within a three-mile radius relies exclusively on a public water supply operated by Erie Water Works and the City of Erie has a municipal ordinance (No. 33-2007) prohibiting the use of groundwater for drinking water or agricultural purposes within the City of Erie.

Since 1833, an industrial production facility has operated at the Site with multiple owners over the years. Erie Coke acquired the property in 1987 and began operating a facility processing coke from coal for the steel industry. The Site contained 58 coke ovens, a coke oven battery underfiring system, two boilers, a byproduct tar recovery system, laboratory building, associated railroad lines, and a wastewater treatment system. In December 2019, Erie Coke announced the immediate and permanent closure of the facility.

Currently, the Site is sparsely vegetated and not in use. A small number of inactive and decaying factory buildings and structures are located on the Site. The Site is generally flat, except for steep banks along the Site’s extreme northern and southern borders. The waterfront is roughly half a mile long, stretching from Lampe Marina to the East Avenue Boat Ramp. Vehicle access to the Site is restricted at the East Avenue gate entrance.

ENVIRONMENTAL MANAGEMENT

The Site has a long history of violations of Pennsylvania environmental laws, including the Air Pollution Control Act, the Solid Waste Management Act, and the Clean Streams Law, as well as federal environmental laws and regulations. These violations resulted in numerous PADEP legal actions against Erie Coke. In August 2018, approximately 600 gallons of wastewater from a finishing tank at the on-site wastewater treatment plant (WWTP) was released onto the ground. In March of 2019, a large above-ground tank at the on-site WWTP failed causing release of a large volume of wastewater. Hazardous substances within the wastewater included benzene, naphthalene, ammonia, and cyanide.

Following closure of Erie Coke, PADEP exercised its enforcement authority to require cleanup of the Site under the Pennsylvania Hazardous Sites Cleanup Act (HSCA). HSCA provides PADEP with the funding and authority to conduct cleanup actions at sites where there is a release or substantial threat of release of a hazardous substance or contaminant which represents a danger to the public health or

safety or the environment. Sites regulated under HSCA utilize the Act 2 cleanup process and standards. The Site is also located within an area designated an Environmental Justice Area by PADEP.

On May 19, 2020, PADEP requested U.S. Environmental Protection Agency (USEPA) assistance in addressing conditions at the Site. In response, USEPA performed a Removal Site Evaluation that documented large quantities of hazardous substances, pollutants, and contaminants remaining at the Site in tanks, piping drums, totes, and other containers. Based on this evaluation, USEPA performed a time-critical Removal Action at the Site under their Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) to remove the identified threat to public health or welfare or the environment. The USEPA completed their Removal Action in November 2022.

As a follow up to the USEPA Removal Action, PADEP contracted OBG|Baker Environmental Solutions (OBG|Baker) to complete an initial site investigation (SI) in 2022 followed by a Phase II SI in 2023 to characterize contamination in soil, groundwater, surface water, and sediment at the Site. OBG|Baker documented the results of the Phase II investigation in the October 2024 Phase II Site Investigation Report.

While USEPA does not manage investigation/remediation activities at the Site, USEPA does manage the East Avenue Study Area, which is focused on the community and residential areas surrounding the Site. The East Avenue Study Area is bordered to the north by East Bay Drive, the former Erie Coke facility, and Lake Erie; to the south by East 3rd Street and residential neighborhoods; to the east by Hess Avenue and residential neighborhoods; and to the west by East Bayfront Parkway. The East Avenue Study Area does not include the former Erie Coke facility. USEPA’s investigation is focused on determining if contaminants from Erie Coke (including but not limited to air emission of metals and polycyclic aromatic hydrocarbons (PAHs) have migrated off the facility into the Study Area. USEPA is coordinating the investigation of this Study Area with PADEP activities at the Site.

EWPPA has worked very closely with PADEP and the federal EPA since acquiring ownership of the Site and will continue to work closely with both agencies on the initial remediation and ongoing testing and analysis. PADEP and EPA have been tremendous partners, without whom this transformative opportunity and planning update would not have advanced as effectively. Much of the data presented later in this section is thanks to PADEP’s continued partnership in support of the transformation of the Site. It is important to note that while there are certainly very serious contaminants on-site that may also have migrated to adjacent areas in the Lampe districts, the threshold for risks to human health depend on exposure frequency and time. So far, none of the testing data indicates that the type of recreational, seasonal uses at Lampe reach that level of exposure or concern.



Figure 8: Location of the former Erie Coke Site

ENVIRONMENTAL CONDITIONS

[PADEP prepared a Phase II Site Investigation Report for the Site in October of 2024.](#) The Phase II investigation revealed widespread impacts in soil and groundwater at the Site that exceeded the Residential and Non-Residential Medium-Specific Concentrations (MSCs). Environmental remediation and cleanup must occur prior to redevelopment of the Site or of areas within it. Development can occur incrementally as portions of the Site are remediated.

A summary of the contaminants identified by PADEP from multiple rounds of testing as part of their multi-year site investigation is provided below. A detailed review of the environmental conditions is included in the appendices. While contaminants can be found across the Site, their presence does not pose an immediate risk to existing activities. Figure 9 through 16 highlight the various soil contaminants and their approximate locations across the Site.

SOIL

Soils at the Site are impacted by volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals. Those impacts are summarized below:

- Benzene is the primary VOC detected in soils that exceeds the MSCs. The highest benzene concentrations are present in the northern, non-operational areas (Lampe Marina Area) and are associated with buried fill material, approximately 3 to 12 feet below ground surface (bgs), consisting of coal tar waste, slag, tar-saturated wood, and white fibrous material.
- Toluene was the most frequently detected VOC in soil. While only a limited number of toluene detections exceeded MSC, many of those exceedances were several orders of magnitude above the MSC.
- SVOCs were detected extensively across the Site with most of the exceedances attributed to polycyclic aromatic hydrocarbons (PAHs). Biphenyl is the most frequent PAH detected in soils. The highest SVOC concentrations in soil across the Site were detected in the Lampe Marina Area and in the Tank Farm Area to the south. SVOCs were detected in soils site-wide, but exceedances of the MSCs were sporadic.
- Various metals, including arsenic, manganese, and thallium, were detected in soils site-wide with exceedances of their respective MSCs.



Figure 9: Nonuse Aquifer Soil Contaminants



Figure 10: Used Aquifer Soil Contaminants



Figure 11: Toxicity Characteristic Soil Contaminants



Figure 12: Vapor Intrusive Soil Contaminants

GROUNDWATER

Shallow groundwater at the Site is impacted by VOCs, SVOCs, and metals. Shallow overburden ground-water at the Site is migrating towards Lake Erie. Multiple source areas resulting from extensive pockets of fill and buried waste over the 100-acre property, and nearly two hundred years of operational activity have produced multiple contaminant plumes in shallow groundwater across the Site. Figure 13 through Figure 16 highlight the various groundwater contaminants across the Site. Those impacts are summarized below:

- Benzene was the most prevalent VOC to exceed groundwater MSCs with many samples several orders of magnitude above the MSC. The highest benzene concentrations ranged from one to four orders of magnitude above the MSC (5 ug/L) in samples from the Lampe Marina Area, Industrial North Area, Industrial South Area – West Region, Industrial South Area – Central Region, and the Tank Farm Area. Several other VOCs (toluene, xylenes, and ethylbenzene) were detected in the groundwater monitoring well samples. Toluene concentrations generally exceeded criteria only in wells where benzene concentrations were above criteria.
- PAHs were the most prevalent SVOCs to exceed MSCs in groundwater samples that also exceeded VOC MSCs. Frequent SVOC criteria exceedances included biphenyl, naphthalene, carbazole, and 2-methylnaphthalene; and to a lesser extent benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(g,h,i)perylene, chrysene, dibenzo(a,h)anthracene, and indeno(1,2,3-cd)pyrene.
- Several dissolved metals were detected in all groundwater monitoring wells with MSC exceedances of at least one metal in most of the wells. Iron and manganese were the most abundant in more than one half of the wells.
- Both light non-aqueous phase liquid (LNAPL) and dense non-aqueous phase liquid (DNAPL) were identified in the Tank Farm Area. The LNAPL and DNAPL is primarily limited to the Tank Farm Area and does not appear to be a threat to Lake Erie at the present time.



Figure 13: Nonuse Aquifer Groundwater Contaminants



Figure 14: Used Aquifer Groundwater Contaminants



Figure 15: Toxicity Characteristic Groundwater Contaminants



Figure 16: Vapor Intrusive Groundwater Contaminants

SEDIMENT AND SURFACE WATER

During PADEP’s initial Site Investigation in 2022, SVOCs (primarily PAHs) and metals (arsenic, chromium, copper, iron, manganese, nickel, selenium) were detected in sediment samples collected from the Lake Erie shoreline along the Site above the USEPA Freshwater Sediment Screening benchmarks and Act 2 Soil MSCs (OBG|Baker Data Summary Letter dated January 6, 2023). No surface water samples were collected from Lake Erie during this investigation.

Surface water samples were collected from various features located on-site which detected several pesticides and metals (arsenic, cadmium, chromium, cobalt, copper, iron, manganese, mercury, nickel, and zinc) above USEPA Water Quality Standards (WQS) for both human health and/or aquatic species. Sediment samples collected from the same on-site features showed elevated VOCs, SVOCs and metals above Soil MSCs. A Supplemental SI Work Plan was prepared by PADEP in October 2024 to support refinement of the nature and extent of contaminants both on and off-site through the collection and analysis of surface and subsurface soils, installation of additional groundwater wells, and sampling of groundwater.

REMEDIATION STATUS

Remediation of the Site will happen in steps. Additional investigations to delineate soil and groundwater impacts, determine migration, and screen for potential ecological impacts from site-related contaminants are needed prior to beginning remediation activities to clean up the Site. After investigation is complete, cleanup alternatives such as fill/capping, vapor intrusion, and passive groundwater treatment options will be evaluated. The specific remedial alternatives evaluated will be dependent on the horizontal and vertical distribution of contaminants at the Site, site features, potential exposure pathways to ecological and human receptors, and the current and future land use of the Site and surrounding areas. The Environmental Conditions Memo included in the appendices details the additional investigations needed and reviews potential remediation alternatives.

Infrastructure Assessment

The Site is located within the northeast portion of the Bayfront along Lake Erie. It is adjacent to Port Access Road and the Lampe Marina and Campground, and just south and across the bay from Presque Isle Park. An existing multi-use path runs along Port Access Road on the western edge of the Site but does not enter it. Vehicles can access the Site via the East Avenue gate entrance. Entrance to the Site is restricted and EWPPA is in the process of enhancing the entrance. Figure 17 depicts the Site and its surroundings.



Figure 17: Former Erie Coke Site Existing Infrastructure

CURRENT PORT OPERATIONS

Redevelopment of the Site will complement existing port operations and the Site’s surroundings. The Site is located between Lampe Marina and Campground and Port Access Road.

Lampe Marina

Lampe Marina is a publicly operated 253 slip marina at the entrance to Presque Isle Bay and provides seasonal basic boating services to Lake Erie users. Lampe Marina is currently owned and managed directly by EWPPA. Floating docks, a fuel dock for gasoline, a pump out station, restrooms, showers, and covered picnic shelters are provided for those who dock their boats. Public launch ramps and a fish

cleaning station are also provided freely to the community. Slips are available for small, medium, and large vessels (16’ to 30’). Currently, Lampe Marina operates at full occupancy.

Lampe Campground

Lampe Campground has 56 campsites located alongside Lampe Marina. The campsites accept large recreational vehicle campers. 53 of the campsites have a paved area large enough for an RV and passenger car to be parked side by side, however, most campers use the extra driveway width to expand their camper. The other 3 sites are tent-only. Water and power are available to each site, and a central dump site is provided. A concessions area, central office, showers, and laundry facilities are also available. The campground is situated on a spur of Bayfront Bikeway, providing access to bayfront attractions.

The Campground lacks a dedicated central gathering place for activities, but overall is quite popular and at capacity on summer weekends. The campsite overlooks a lagoon-like area to the east that is a dedicated area for dredge material (CDF) managed by the Army Corps of Engineers.

Existing Terminal & Cargo Base

The Carmeuse Shipping Terminal is a long-established bulk materials terminal operated by Carmeuse, a global producer of lime, limestone, and aggregates. Formerly known as Erie Sand & Gravel, the facility has supported maritime commerce at the Port for more than a century as the Port’s industrial terminal. The Site includes approximately 1,400 linear feet of dockage across more than 15 acres, with warehouses, open storage areas, rail service, and direct access to regional highways. The terminal primarily handles high-calcium and dolomitic limestone, construction aggregates, and other bulk commodities, supporting regional construction, infrastructure, and industrial markets. In addition to vessel unloading and loading, the terminal offers stevedoring, material handling, cargo management, and logistics services, and serves as a key contributor to the Port’s role as Pennsylvania’s only Great Lakes commercial port. Table 1 provides an overview of terminal activity in 2025.

In 2026, the Port anticipates undertaking a project to expand the storage capacity of the shipping terminal and Port boat and maintenance storage by developing a 20.5-acre site between Port Access Rd and Ore Dock Rd. This project, which was recommended in the 2022 “Port Erie Market Analysis Update – Phase 2 Report” by Martin Associates, would enable Carmeuse to accommodate larger shipments of a variety of goods and materials on an expanded footprint, while also allowing for additional year-round boat storage in the Port’s East Storage Yard and improved maintenance yard functionality.

Table 1. 2025 Total Tons Handled and Number of Vessel Arrivals, Carmeuse Terminal

	Sand	Stone	Cargo	Salt	TOTALS
Produced	51,750.00				51,750.00
Received		368,364.00	23,471.59	102,836.34	494,671.93
Shipped, Vessel	28,122.50	17,847.00	25.400		45,994.90
Shipped, Truck		452,155.54	23,446.19	105,157.35	580,759.08
Total Tons Handled	79,872.50	838,366.54	46,943.18	207,993.69	1,173,175.91
Total Vessels:	36.00				
Total Days Moored:	212.00				



Figure 18: Carmeuse Shipping Terminal



Figure 19: Lampe Campground



Figure 21: Remnants of the Coke Plant on the former Erie Coke Site

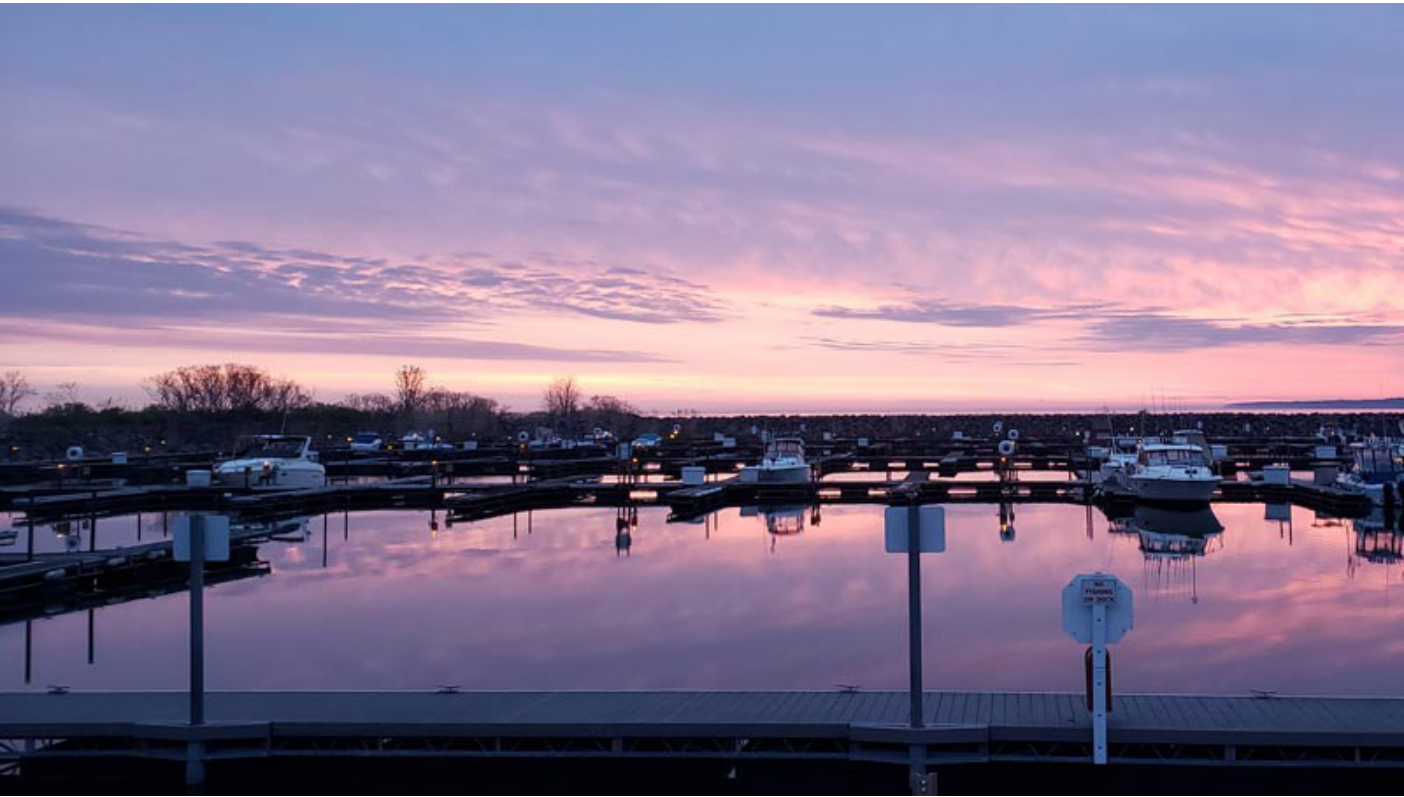


Figure 20: Lampe Marina

Summary

In summary, the Site is currently inactive and has extensive need for remediation prior to any redevelopment activities occurring. While the Site itself is inactive, it is surrounded by active industrial, municipal, and recreational uses such as the Erie Wastewater Treatment Plant and Carmeuse Operations. Nearby attractions like the Lampe Campground and Lampe Marina are popular destinations for local and regional visitors, highlighting demand for waterfront recreation activities on the eastern Bayfront.

Chapter 3

Market & Economic Analysis



3. Market & Economic Analysis

This chapter reviews the market and economic realities of the Site. The analysis contained within this chapter seeks to identify the real estate market demands of Erie that will influence the reuse strategy of the Site. The findings of this chapter paired with the community engagement findings provide the foundation for the proposed reuse strategy and concept plans found in chapter 5.

Real Estate Market Trends

A real estate market trend analysis was conducted to inform the reuse strategy for the Site. The real estate analysis involved collecting annual CoStar data over the past 30 years on the number of multifamily units, hotel rooms, and square footage of retail and office space across each submarket within Erie. Using this data, capture rates were calculated to measure each submarket’s share of overall growth in Erie by property type, which were then used to project average annual growth over the next 30 years, including high and low estimates. In parallel, a labor demand analysis was conducted that utilized two- and three-digit North American Industry Classification System (NAICS) data from the Bureau of Labor Statistics (BLS) covering the past ten years to identify industries that are growing or declining in Erie, as well as those that are stronger locally relative to national averages, helping to identify potential redevelopment uses. Standard Occupational Classification data from BLS over the same period were then mapped to corresponding CoStar property types (e.g., professional services aligned with office space) to analyze employment trends by land use and project future workforce growth or decline, thereby informing long-term land use decisions.

The analysis was inclusive of the following property types:

- Multi-family housing (units)
- Hotel rooms (units)
- Office space (rentable area)
- Retail space (rentable area)
- Industrial space (rentable area)

For the analysis, the region was split into three subregions as shown in Figure 22 and listed below:

- Outlying Erie County, which refers to the areas outside of the City limits
- Greater Erie, which refers to areas within the City limits outside of downtown
- Downtown Erie, which refers to the downtown core of the City and includes the central Bayfront

The Site lies in the “Greater Erie” submarket and is highlighted in yellow.

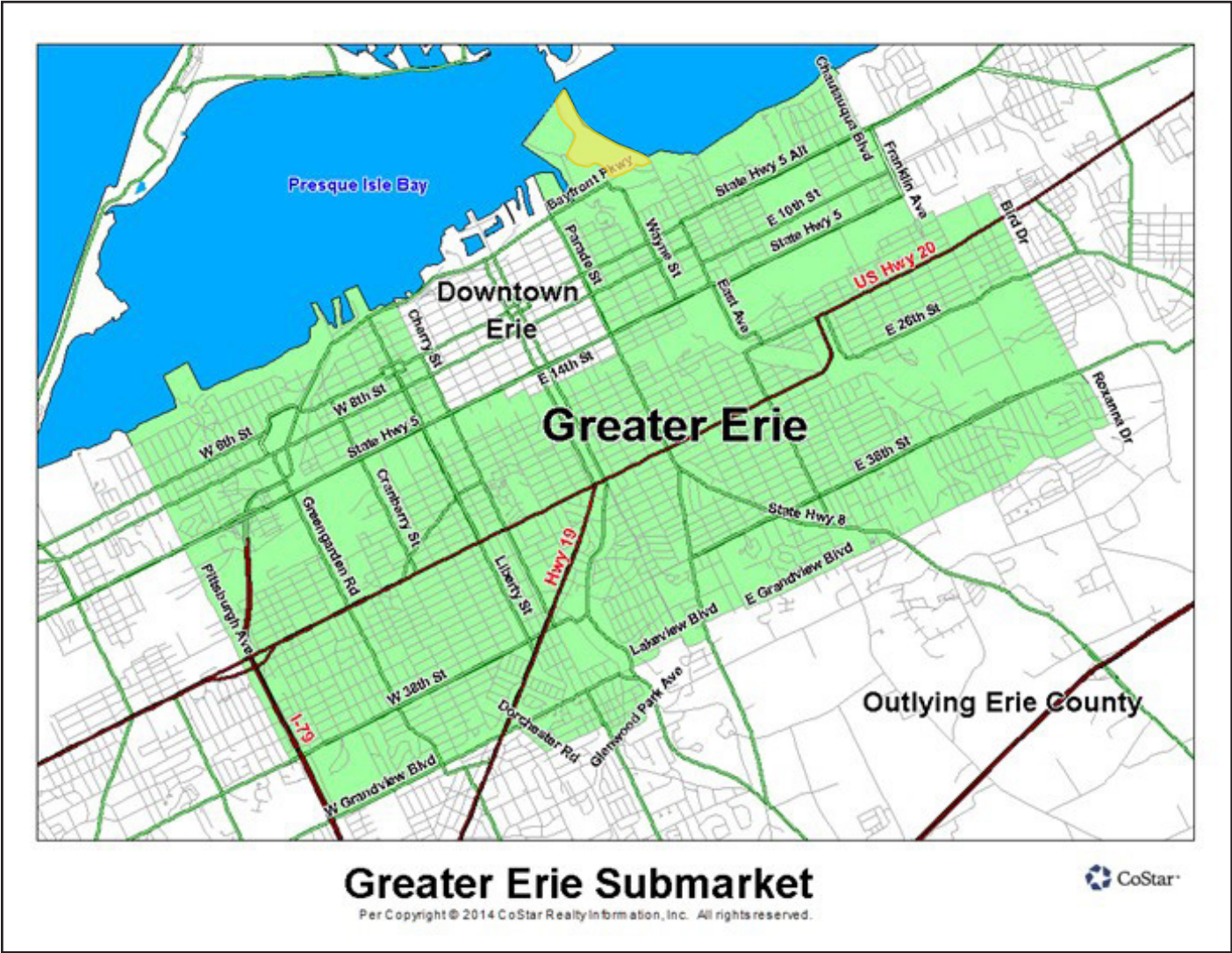


Figure 22: Erie Submarkets utilized for the market and economic analysis. The Site is highlighted in yellow.

The analysis found that most growth over the past 30 years has occurred outside Erie’s downtown, and the majority of new residential, office, retail, and industrial development has been focused on outlying Erie County and Greater Erie. The Site is located within Greater Erie which suggests that it could support future office and industrial demand, particularly for Class A office space and Port supportive employment uses. Any retail development should be limited given the market’s downward trends. Residential development is not being pursued given the Site’s history of contamination. Hospitality and recreational amenities could also be an option, and they would enhance market appeal of the Site, complement broader regional economic goals, and support existing activities at the Port.

REAL ESTATE SUPPLY

Residential

Growth in multi-family housing is heavily focused on outlying Erie County, with nearly 90% of growth occurring outside of Erie’s municipal boundaries. The average annual growth rate (AAGR) in the region is just under one percent with Downtown and Greater Erie both at 0.36% annual growth in units.

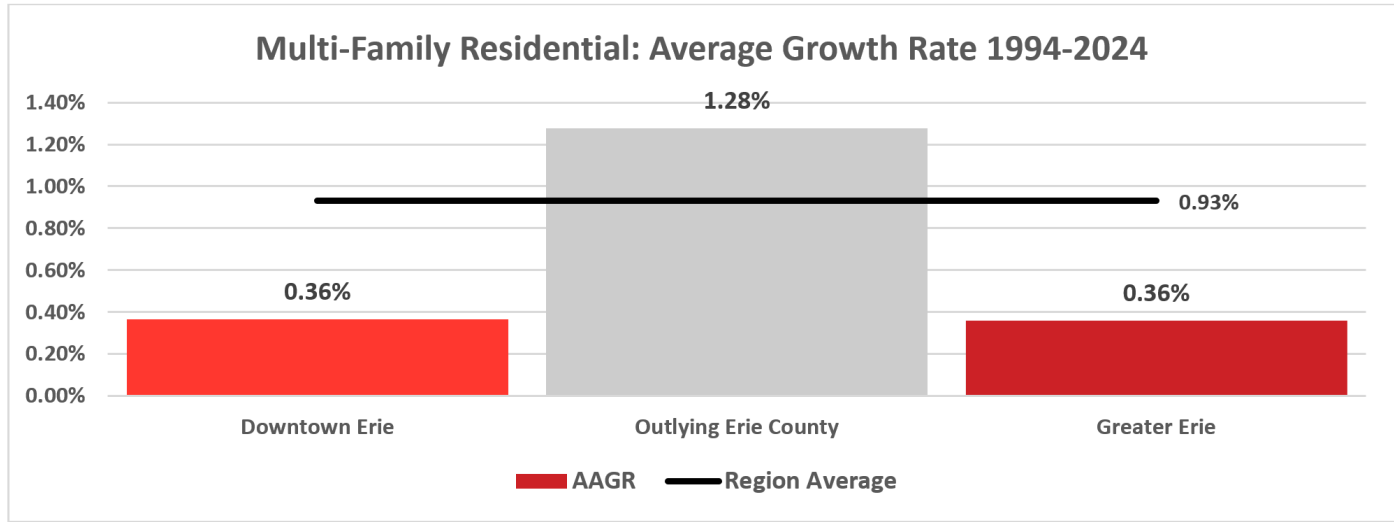


Figure 23: Average Annual Growth Rate, Multi-Family Units

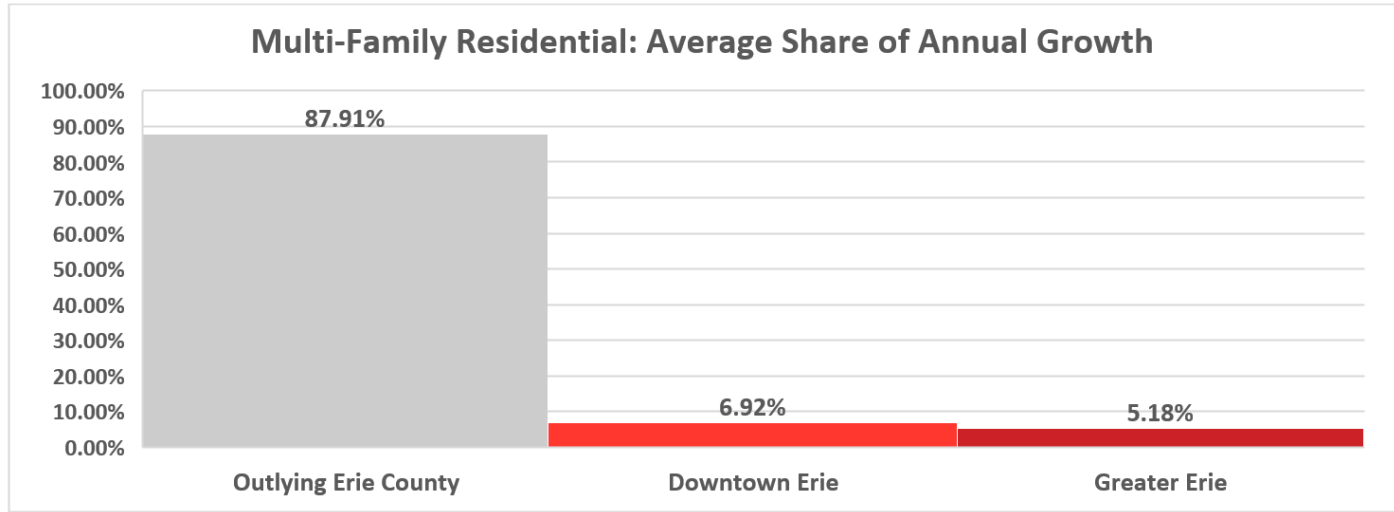


Figure 24: Average Share Of Annual Growth, Multi-Family Units

Commercial

Office development in Erie over the last 30 years has grown slowly and incrementally, with only three developments completed and opened since 2008, growing the total commercial square feet from about 9 million square feet to 9.7 million square feet. This shows that a select few developments drive market growth over a long-term period in Erie. The analysis revealed a distinct lack of Class A office space (i.e. top quality, new) in the region. Looking at the share of annual growth in office space, outlying Erie County is experiencing the fastest growth. Future office development is forecasted to primarily occur in outlying Erie County and Greater Erie rather than downtown, as annual growth rates for Downtown Erie are 0.13%.

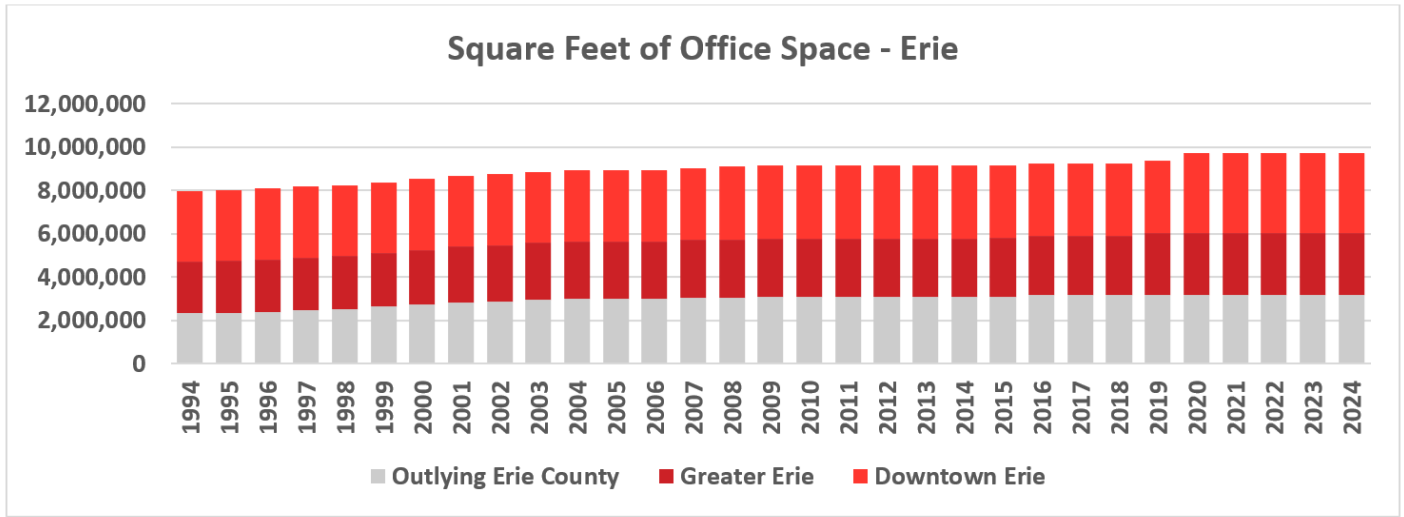


Figure 25: Erie Office Space, Year-Over-Year

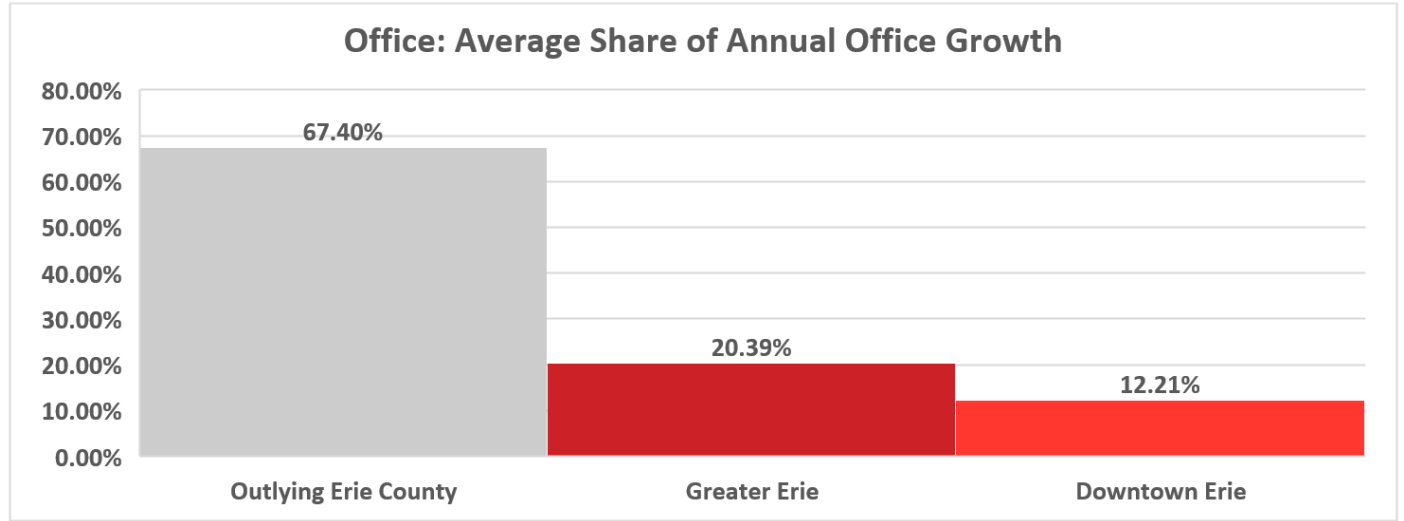


Figure 26: Average Share Of Annual Growth, Office

Retail

Retail growth over the last thirty years occurred primarily in the years leading up to the 2008 financial crisis from 1994 to 2007 and has seen very slight increases since, which is broadly in line with national trends. In the 15 years between 1994 and 2009, the region added over 5 million square feet of new retail space. In the years since, the market has slowed down, and growth has been limited to just 1 million square feet in the last 15 years. Over 84% of the region’s growth in retail space has occurred outside of Erie’s municipal boundaries.

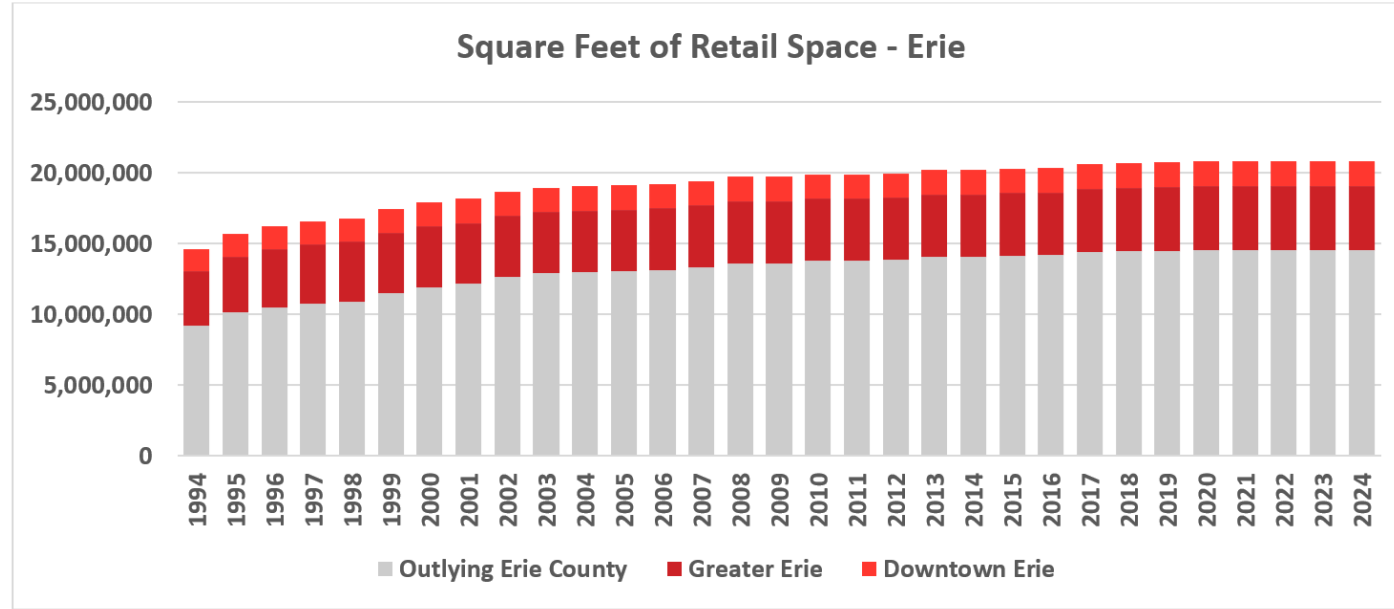


Figure 27: Erie Retail Space, Year-Over-Year

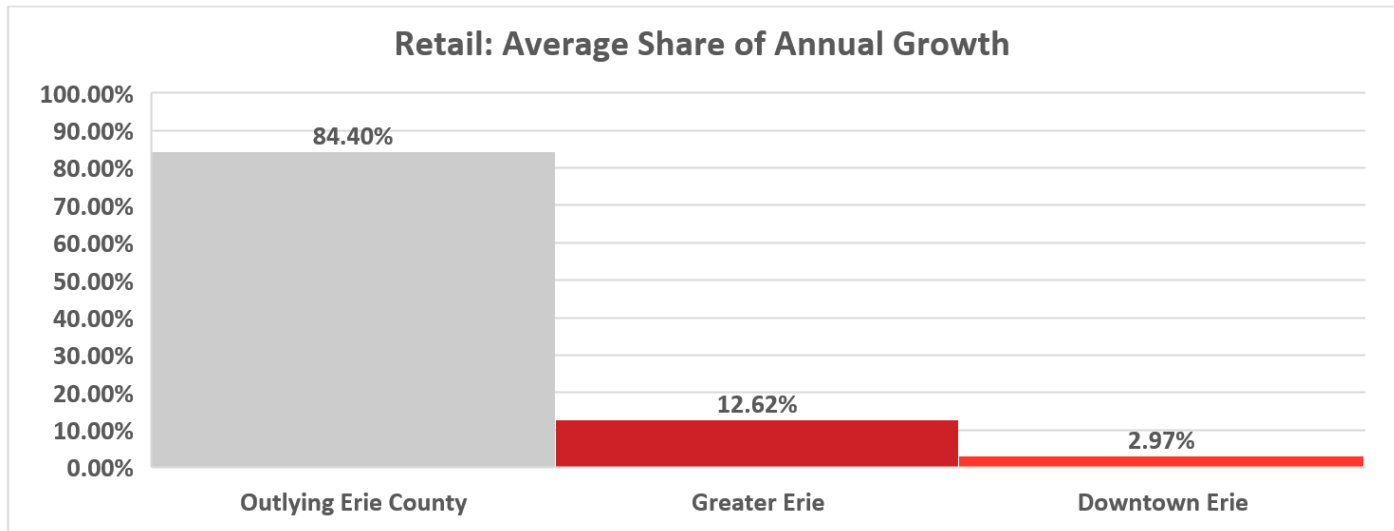


Figure 28: Average Share Of Annual Growth, Retail

Hotel

In the last thirty years, the supply of hotel rooms in the region has doubled, going from just over 2,000 rooms in 1994 to 4,500 rooms in 2024. Like Erie’s office market, hotel room growth has been driven by a small number of developments that incrementally increase supply. Erie saw much of its growth pre-financial crisis; however, it still added about 1,000 rooms in the intervening years. Since the COVID-19 pandemic, there has only been one new hotel investment in the region. Still, the doubling of hotel rooms in the market over the study period indicates increased demand for recreation- and tourism-based activities and land uses.

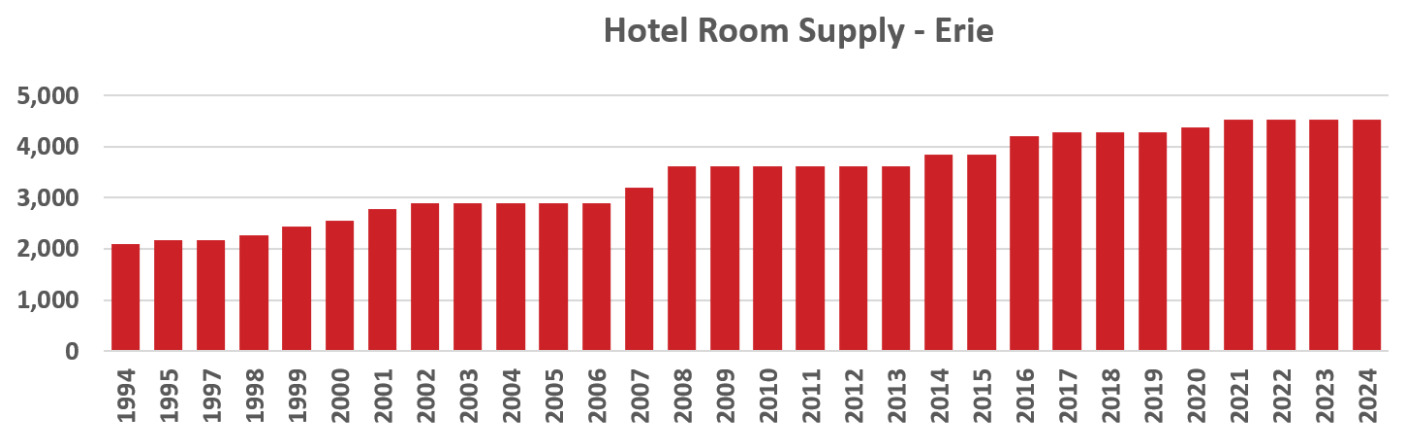


Figure 29: Erie Hotel Room Supply, Year-Over-Year

Industrial

Industrial developments are inclusive of manufacturing, warehouse/storage, and now, data centers. In the last thirty years, Erie’s real estate market has added about 4.5 million square feet of industrial space, most of which occurred in the first eight years of the analysis, before 2002, which is in line with the early introduction of globalization, ecommerce, big box stores and the rise of regional distribution centers.

About three quarters of the market’s new developments were built outside Erie city limits, but for developments within the city, they all took place outside the downtown core.

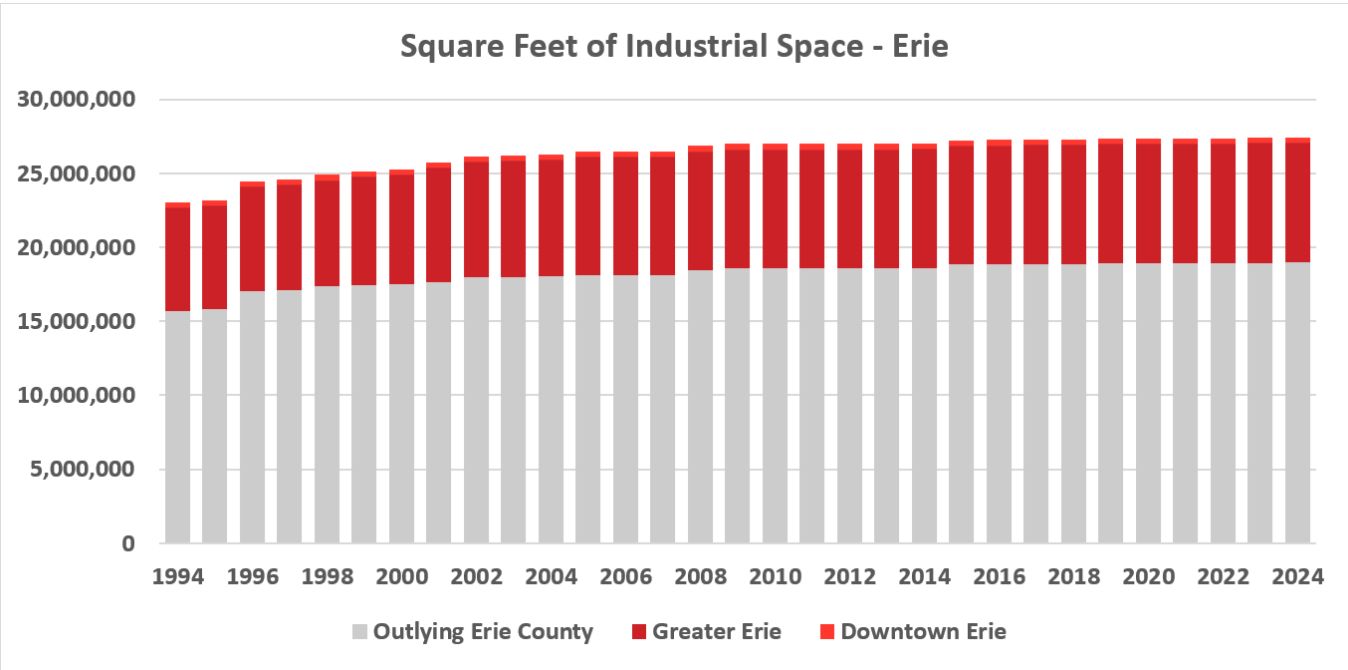


Figure 30: Erie Industrial Space, Year-Over-Year

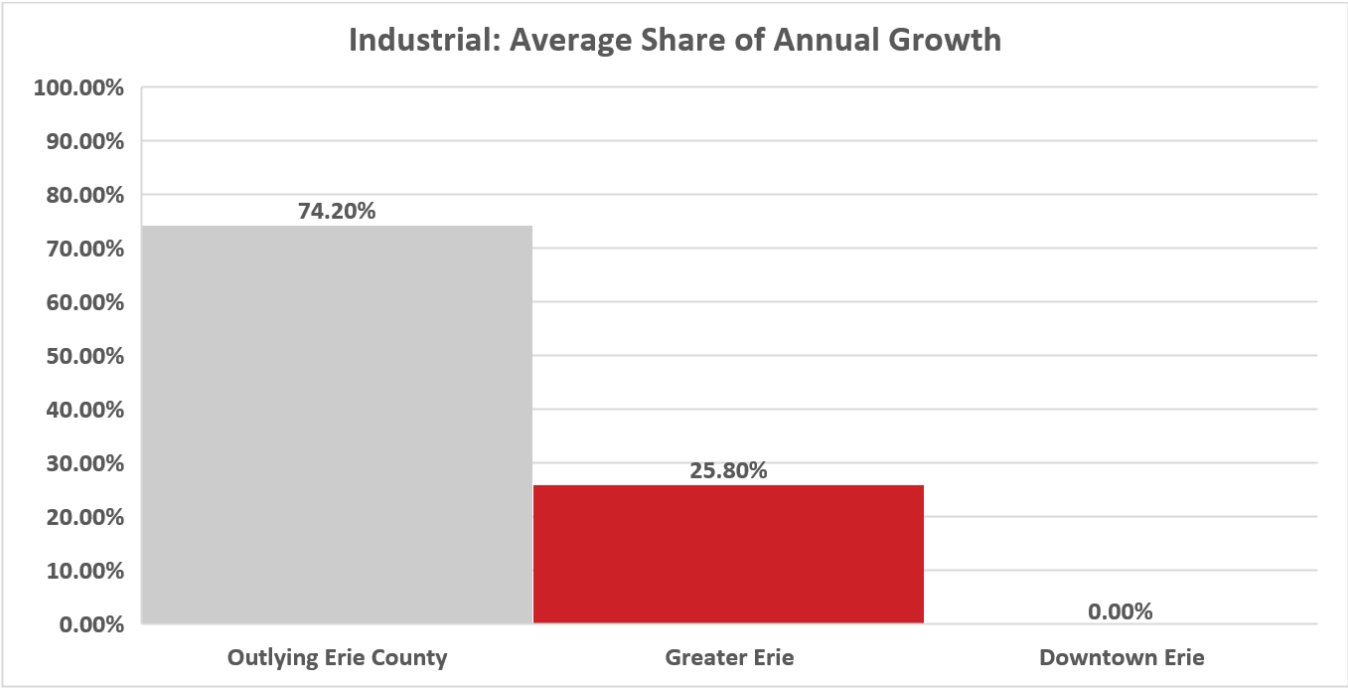


Figure 31: Average Share Of Annual Growth, Industrial Space

Up & Coming

Active

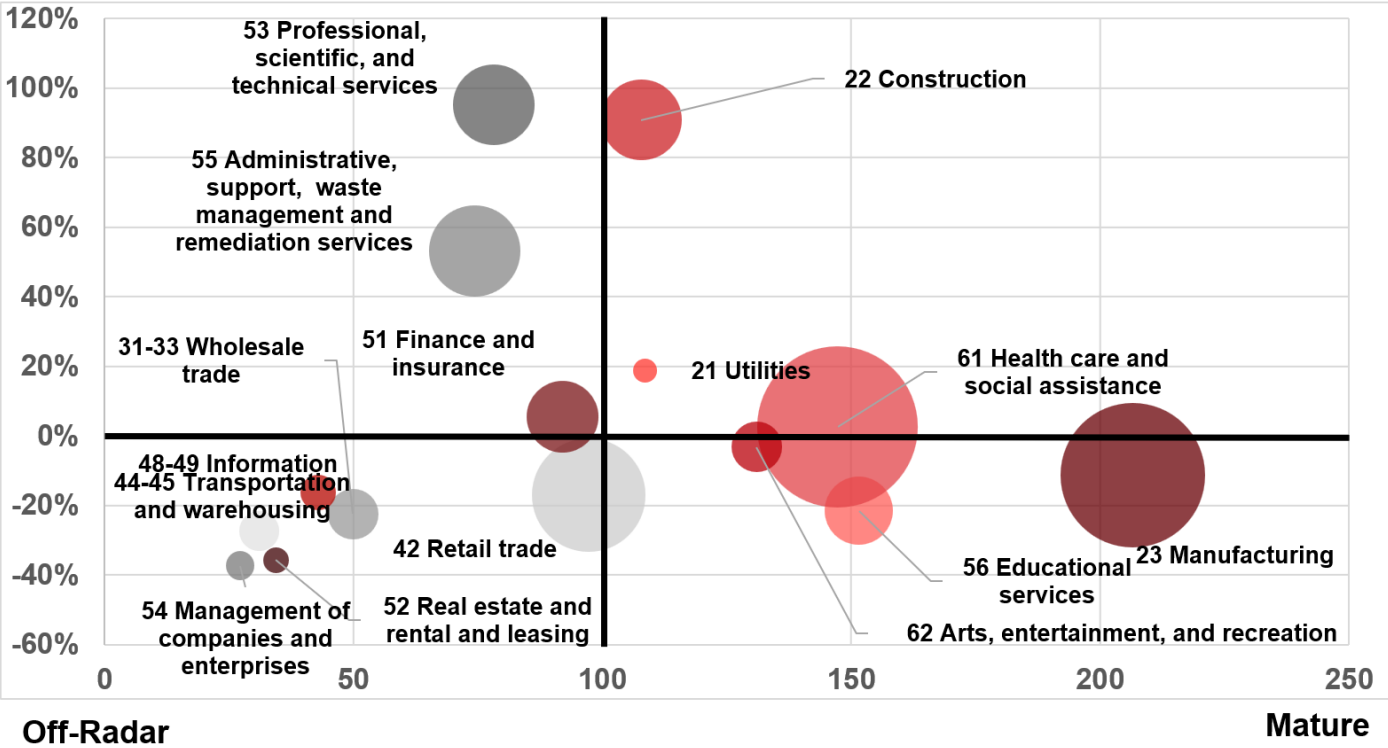


Figure 32: Regional Economic, Industrial Comparative Analysis

REAL ESTATE DEMAND

The Real Estate Demand analysis provides a detailed assessment of the regional labor market to support potential reuse strategies for the Site. The analysis is a two-pronged approach. The first prong is a regional economic, industrial and comparative analysis, which identifies the region’s key industries and employment sectors using NAICS-based industry data in Erie County. The second prong is a regional job-type analysis that groups workers classified by NAICS job codes into the previously identified property types over the last ten years to calculate the region’s population of office, industrial, retail, and hospitality workers. Using 10-year historical data, the analysis projects forward the future demand for each commercial real estate type. The real estate demand analysis aims to provide insight on where future growth opportunities may be in Erie’s economy to inform site use cases.

Figure 32 summarizes the findings of the regional economic industrial comparative analysis. The chart provides a visual summary of how different industries or land-use categories compare across multiple performance dimensions. Each industry is represented by a “bubble” and has three measures attached to it. The vertical (y) axis represents industry-based worker population growth over the last ten years. The horizontal (x) axis reflects relative concentration or competitiveness of the regional economy compared to the national economy. A value of 100 means the industry employs the same percentage

of people locally that it does nationally, while a value of 200 means that the local share of industry employment is double that of the national average. Lastly, the size of the bubble (z dimension) corresponds to its overall population of workers. Together, these axes divide the chart into four quadrants: the upper-right quadrant highlights sectors that are both growing and highly competitive (“active”), the upper-left quadrant reflects emerging sectors with growth potential but smaller current presence (“up-and-coming” industries), the lower-right quadrant captures established but negative-growth sectors (“mature”) and the lower-left quadrant indicates sectors with limited growth and lower competitiveness (“off-radar”). This framework allows for quick comparison of opportunities, risks, and long-term alignment with redevelopment goals.

At a broad level, Erie’s economy remains anchored by industrial, healthcare, and construction sectors that are large relative to national averages. While many of these sectors exhibit limited growth or fall into “mature” classifications, their continued scale underscores the region’s longstanding industrial orientation and the availability of workers with relevant skills and experience. Service sectors such as health care, education, and social assistance provide additional employment stability, helping to balance cyclical industrial activity and support overall labor market resilience. The rapid rise of professional and administrative services, and, to a lesser extent, finance and insurance, signals that new office space may look to suit those industries, and highlights Erie’s lack of Class A office space as an opportunity to capitalize on. Retail, warehousing, and wholesale trade have all declined in recent years, which can be explained by the rise of ecommerce, automation, and consolidation throughout those industries.

REGIONAL ECONOMIC INDUSTRIAL AND COMPETITIVE ANALYSIS

The line graphs on the following pages illustrate historical trends and long-term projections for types of workers in the Erie region, highlighting both recent volatilities caused by COVID-19 paired with modest long-term growth expectations. As highlighted in the first prong on the demand analysis, office workers are set to increase at the fastest rate in the region and make up the plurality of roles in the region. With professional services roles growing the quickest in the region, this trend is expected to continue. On the other hand, retail was already in modest decline before the pandemic, but due to COVID-19 and the increased reliance on e-commerce, retail roles are still expected to decline. Roles in hospitality and recreation remain a small part of Erie’s economy and have remained relatively stagnant. Lastly, industrial employment has remained relatively stable, with gains in construction jobs driving most of the growth. Over the last twelve years the industrial sector has surpassed retail in terms of employment. Under average growth assumptions, industrial employment is projected to increase gradually through 2037, with forecasts indicating slow but steady gains rather than rapid expansion.

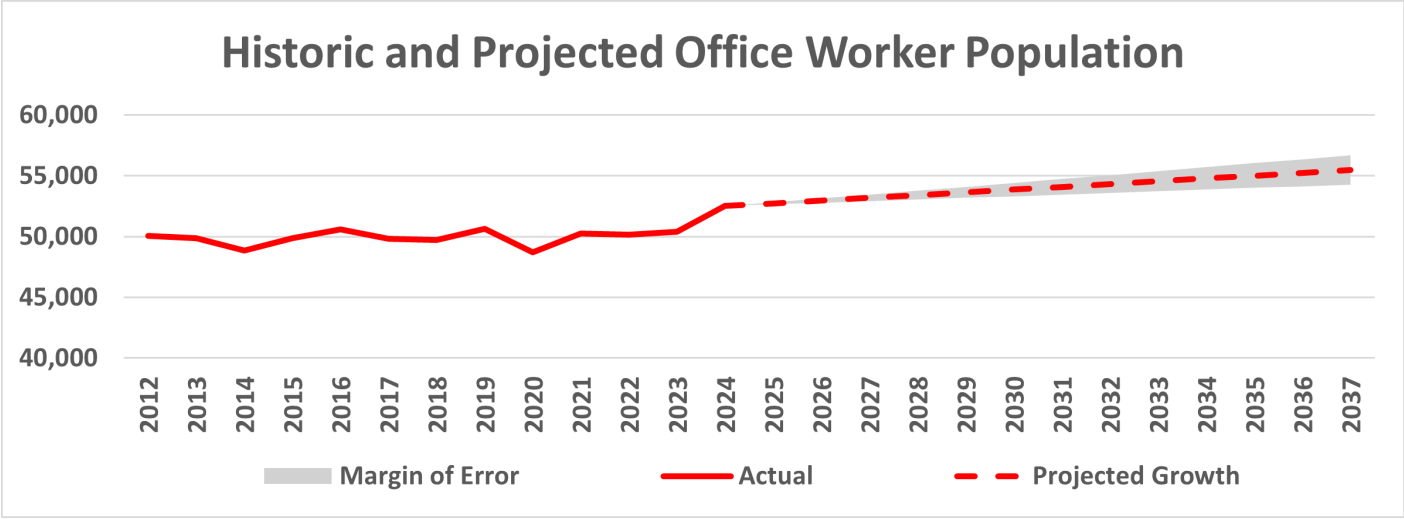


Figure 33: Historic and Projected Office Worker Population

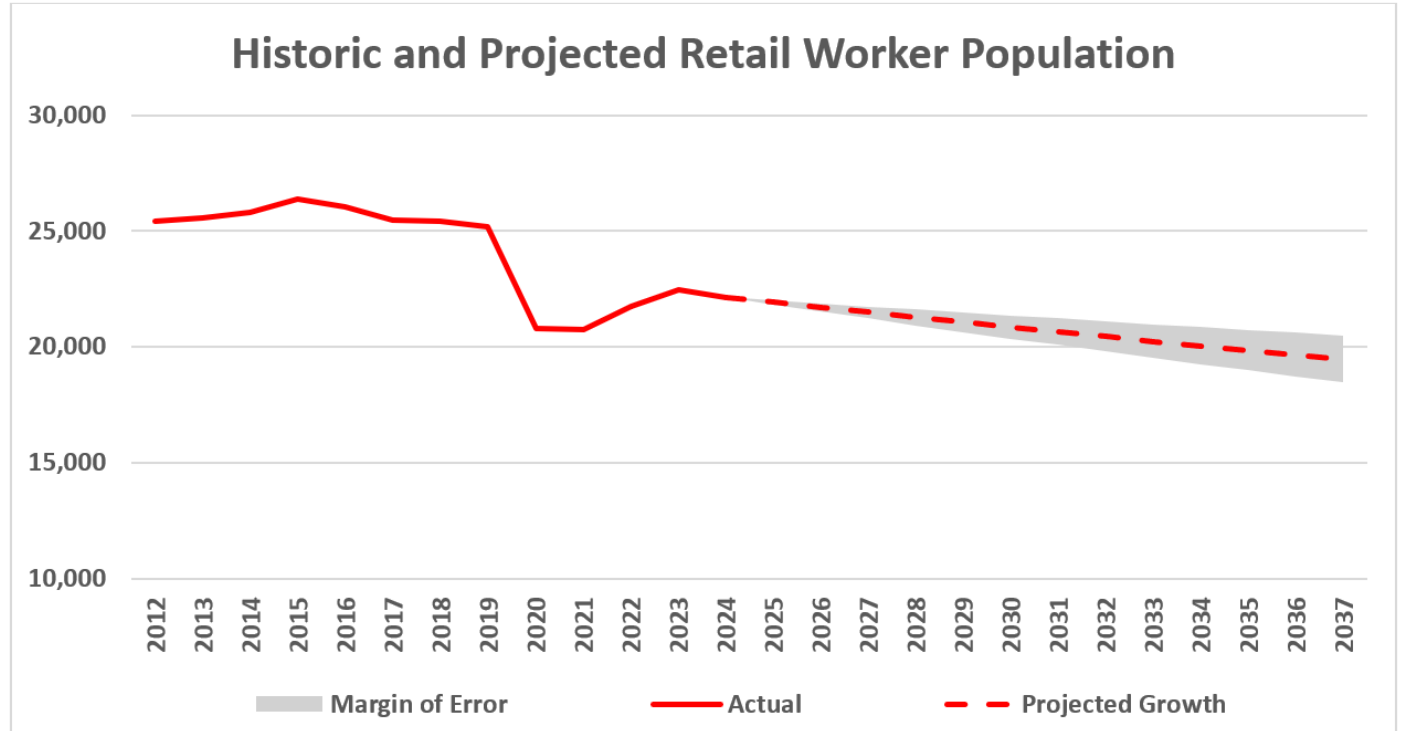


Figure 34: Historic and Projected Retail Worker Population

The projected growth bands in the analysis underscore the inherent uncertainty in long-range labor forecasts, particularly given sensitivity to economic cycles, technological change, and regional investment patterns. Overall, the job type analysis suggests that future employment growth in Erie is likely to be modest over the next ten years, with office and industrial roles presenting the most likely avenues for growth.

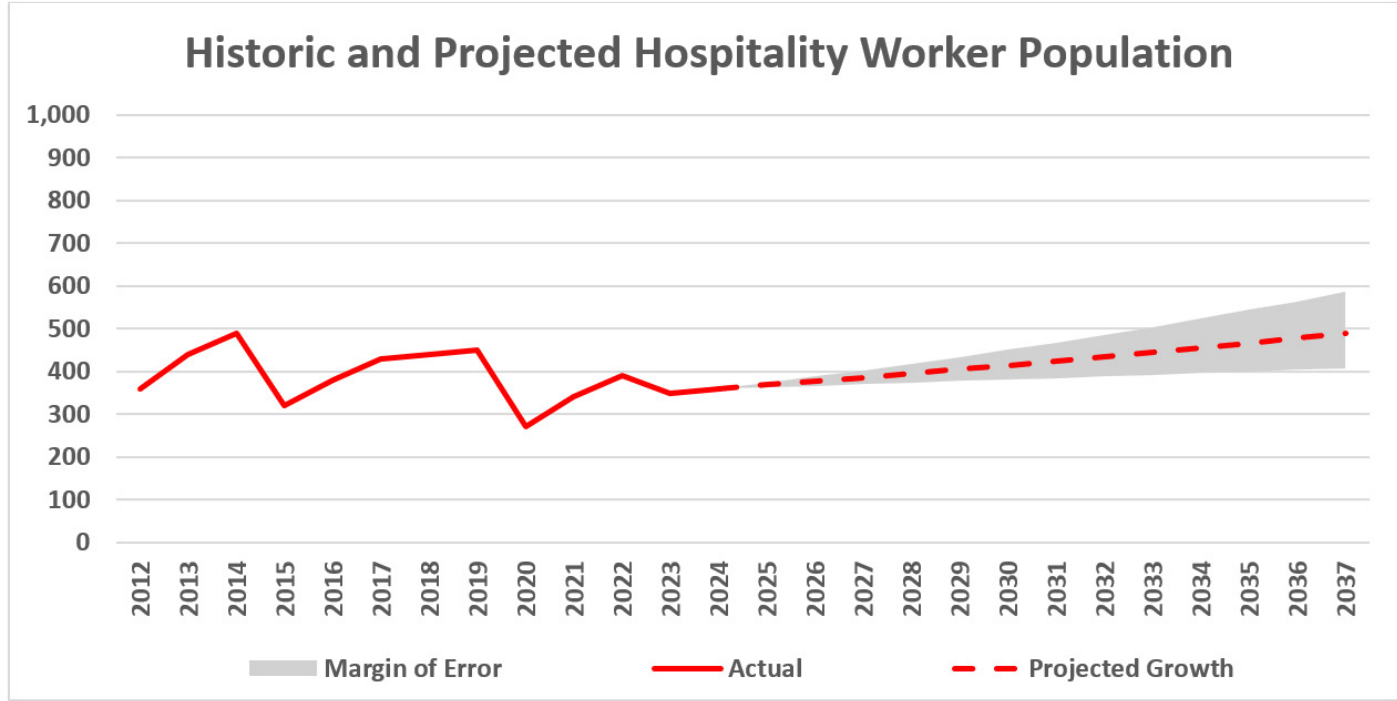


Figure 35: Historic and Projected Hospitality Worker Population

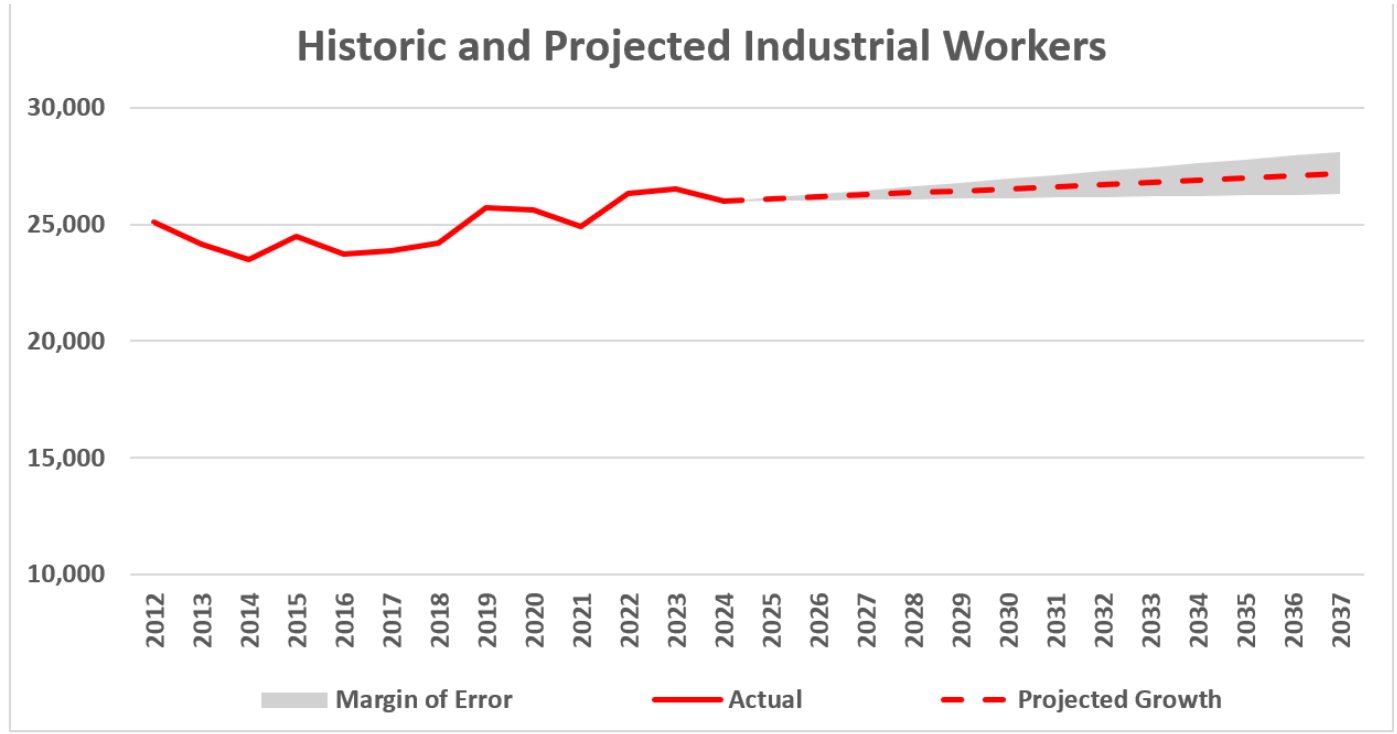


Figure 36: Historic and Projected Industrial Worker Population

SUMMARY OF REAL ESTATE MARKET TRENDS FINDINGS

The real estate analysis for the Erie region indicates that long-term growth has been modest, uneven across property types, and driven by a limited number of individual developments rather than sustained market expansion. Over the past 30 years, most growth has occurred outside Erie’s downtown, with outlying Erie County and Greater Erie capturing the majority of new residential, office, retail, and industrial development.

Real estate supply trends further illustrate the decentralized nature of growth. Multifamily development has been concentrated almost entirely outside the city, with Downtown and Greater Erie experiencing minimal annual increases in units. Office supply has grown very slowly, with only a small number of projects delivered since 2008 and a persistent lack of Class A office space across the region. Retail supply expanded significantly prior to the 2008 financial crisis but has largely plateaued since, consistent with national shifts toward e-commerce and changing consumer behavior. In contrast, hotel room supply has doubled over the past three decades, driven by incremental development and reflecting Erie’s growing role as a recreational and tourism destination. Industrial space growth occurred primarily before 2002 and has since stabilized, with new facilities largely located outside city limits and outside the downtown core.

Demand analysis based on regional labor trends suggests that future growth opportunities will remain selective rather than broad-based. Erie’s economy continues to be anchored by industrial, healthcare, and construction sectors, which remain large but exhibit limited growth. Office-based employment, particularly in professional and administrative services, is projected to grow at the fastest rate over the long term and represents the strongest source of future real estate demand. Industrial employment has remained stable and is expected to increase gradually, supported by construction activity. Retail employment is projected to continue declining, while hospitality and recreation employment remains relatively small and stagnant, despite its importance to the regional visitor economy. Across all sectors, long-term forecasts indicate modest growth with a wide range of potential outcomes, underscoring uncertainty tied to economic conditions, migration patterns, and investment decisions.

Taken together, these findings support a redevelopment strategy for the Site that is phased, flexible, and aligned with realistic market absorption. The Site’s location within Greater Erie positions it to capture future office and industrial demand, particularly for Class A office space and port-supportive employment uses. Should there be retail development, it should remain limited in scale and focused on supporting recreation, tourism, marina activity, and mixed-use environments rather than traditional standalone formats. Hospitality and recreational amenities can serve as catalytic uses that enhance market appeal and complement broader economic goals. Overall, the analysis reinforces the importance of adaptability, allowing development intensity and land use mix to evolve over time in response to changing market conditions rather than relying on a single fixed build-out scenario.

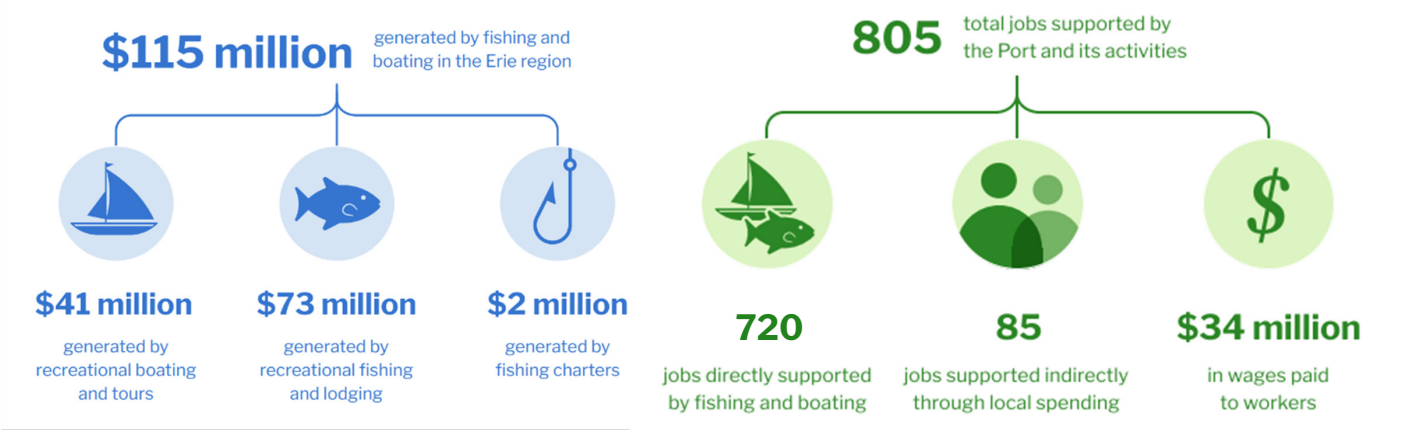


Figure 37: Economic Impact of Maritime Activities and Jobs Supported by EWPPA Activities

Maritime Industry Outlook and Economic Drivers

RECREATION

EWPPA plays a significant role in the local economy through its recreational offerings. The waterfront and its surrounding areas are a major draw for tourism and leisure activities, generating revenue and supporting jobs by enhancing recreational opportunities in the unique natural beauty of Lake Erie. Annually, these activities support 805 jobs and generate over \$115 million in regional output, which represents the total value of all business transactions. These comprehensive results include consumer spending (direct impact), spending on local supply chains (indirect impact), and spending by employees (induced impact).

Recreational boating and fishing are the primary drivers of this economic activity and support a total of 805 jobs, with 720 of these being direct jobs. This employment is driven by three main categories of spending: recreational fishing & lodging activities contribute 551 total jobs (497 direct), recreational boating & touring add 234 total jobs (203 direct), and fishing charters account for 20 total jobs (20 direct).

Recreational fishing alone generates \$72.5 million in annual regional output. On average, resident anglers spend \$564 per season, while visitors spend \$663 per season on things like food, fishing supplies, lodging, and gasoline. Boating, represented by the 9,998 registered boats in Erie County and boat tours, adds an estimated \$40.8 million annually through boat tour costs, maintenance and related expenditures. Erie’s fishing charter industry generates an additional \$1.9 million in regional output from revenues. The Port’s proximity and attractions bolster the local tourism sector. Hotels within 1.5 miles of the Port generate an estimated \$37.8 million in annual revenue, benefiting from visitors drawn to the area. Marina fees for slips around the Port contribute an additional \$3.1 million in revenue.

Table 2. Summary of Detailed Results, Annual Impacts in Millions Of 2025 Dollars (Unless Stated Otherwise)

Category	Jobs		Labor Income	Value Added	Regional Output
	Direct	Total	Total	Total	Total
Recreational Fishing & Lodging	497	551	\$20.5	\$44.9	\$72.5
Recreational Boating & Touring	203	234	\$12.9	\$24.3	\$40.8
Fishing Charters	20	20	\$1.0	\$1.4	\$1.9
Total	720	805	\$34.4	\$70.7	\$115.2

CARGO BASE

Table 3 displays the Market Forecast Summary by Existing Cargo Base and Opportunities. Data presented is in tons and is from the U.S. Army Corps Waterborne Commerce Statistics Center

Discussions with key industry stakeholders revealed a few themes and strategies. The restoration of the condition of existing infrastructure on which existing tenants and business operate should be the focus. Repair, replacement and/or rehabilitation of existing facilities, where physically deficient or operationally obsolete may be the first priority. In support of tenants and their ability to attract and retain skilled maritime labor (i.e., welders, marine mechanics, etc.), EWPPA may consider additional or more robust cooperation and coordination related to skilled labor and workforce development.

“An investment in boating infrastructure is an investment in Erie's economic prosperity. It's smart to have varied investments.”

Public Comment

Other highlights are included below.

- Westbound (To US) cargoes are primary bags, steel, and project cargo and a limited number of containers
- Eastbound cargoes are typically bulk (grain, pig iron, fertilizer, etc.)
- Several Great Lakes ports (i.e. Monroe, MI) are investing in container equipment
- Primary barrier is Customs and Border Protection inspection requirements and facilities
- Erie has the facilities to accommodate ships but does not have shipper demand.

Details on how economic impacts were calculated are included in the appendices.

Table 3. Existing Cargo Base Forecast

Commodity	Scenario	2022	2023	2028	2038	2048
Existing Bulk	Low			590,000	590,000	590,000
	High			744,115	821,966	907,962
	High + New	678,797	915,178	892,838	986,249	1,089,432
Salt	Low			75,000	75,000	75,000
	High	37,508	61,729	132,873	132,873	132,873
Total Existing Bulk	Low			665,000	665,000	665,000
	High	716,305	976,907	1,025,711	1,119,122	1,222,305
General	Low					
	High			2,500	2,500	2,500

Source: Port Erie Market Analysis Update Phase 2 Report, Martin Associates, May 2022

Table 4. Cargo Base Opportunities

Commodity	Scenario	2028	2038	2048
General / Steel / Project Cargo	Low			
	High	52,284	60,678	70,419
Wood Chips / Pellets	Low			
	High	300,000	300,000	300,000

Source: Port Erie Market Analysis Update Phase 2 Report, Martin Associates, May 2022

MARINA INDUSTRY

Lampe Marina may consider expanding its offerings in ways that could bring benefits to its users, EWPPA, and the Erie community. The Marina operates with a mix of revenue sources connected to slip fees and additional fees for services provided to permanent or transient boaters. Each of these can be thought of in terms of existing operations and growth opportunities.

- Dockage (Slip Fees)
 - › Lampe Marina’s 253 slips provide consistent revenue by providing dockage to boaters in a high-demand market in the Great Lakes.
 - › To the extent it meets public objectives with the marina at capacity, the marina should look to ensure its rates are competitive with its peers in Erie.
 - › EWPPA can consider expanding the marina to provide more room for more slips, which could also increase the demand for ancillary services.
- Boat Storage
 - › Beyond slips, EWPPA could explore ways to provide year-round storage service or other amenities for boats on port property to help maintain off-season revenue and increase opportunities to provide additional maintenance services. Currently, EWPPA has an open-air storage facility near Liberty Park-Rebich Investments Amphitheater and on Port Access Rd, but there is the potential to build a new open-air storage facility, covered sheds, or dry rack storage on the Site adjacent to Lampe Marina.
- Marine Services
 - › Lampe Marina’s existing facilities include gasoline pumps that likely yield a modest profit and serve a key role in attracting users to the marina.
 - › Gasoline can also expand traffic from other users looking to refuel and access other services, purchase supplies, or use the pumpout station.
 - › Potential expansion to provide diesel sales could provide an avenue to increasing revenue, but would take on further environmental risk.
 - › EWPPA could also contract with a partner to provide options for maintenance services within the marina and storage facilities. Lampe can provide tradesmen with steady work in exchange for a fee on services.
- Commercial Activities
 - › Lampe Marina currently provides a focused marina experience for users.
 - › EWPPA could explore the possibility of construction of a waterfront pavilion or community center that could serve as a hub to enable boater events, fishing tournaments, and off-season rentals.
 - › This could include additional revenue opportunities in providing retail at the marina for transient and permanent users.

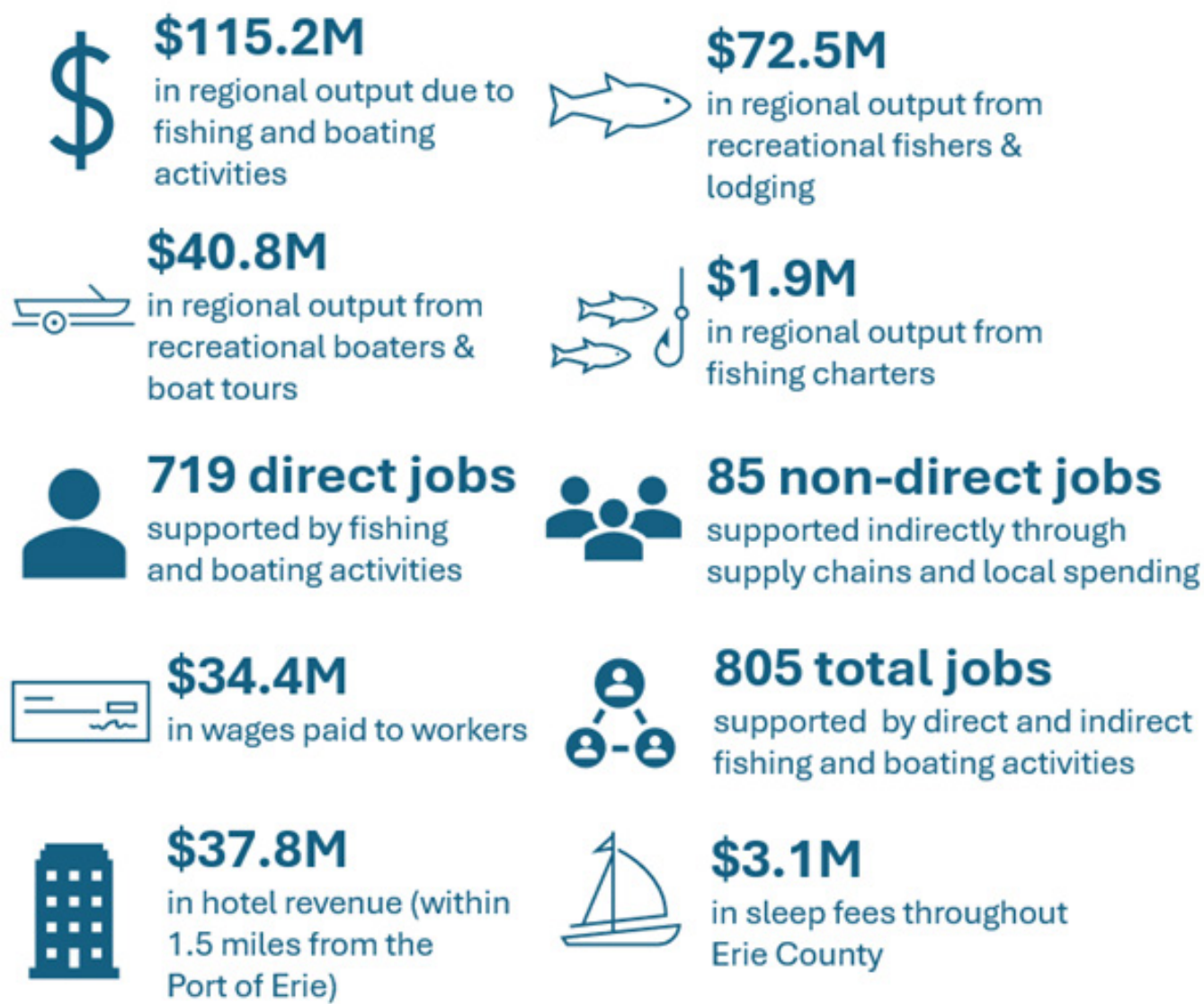


Figure 38: Economic Contribution Of EWPPA’s Recreational Activities, Annual Totals

“There is a huge unmet demand for more boating infrastructure. Boating is good for the Erie economy. Many people would relocate to other areas in the U.S. if they weren’t able to boat.”

Public Comment

Considering a change in operating model to increase revenue opportunities and benefit to the community, EWPPA may consider its direction for the expansion of Lampe Marina. Currently, the marina is a relatively small seasonal operation that focuses on providing basic boating services to Lake Erie users. One path involves simply focusing on expanding the existing Marina to provide more slips for more boats. An increased inventory of slips would also expand the local market for marine services and storage facilities. EWPPA may consider expanding facilities to increase the possibility for upper-market events and services through the marina. A private partner with expertise in carrying out capital projects could be key to greatly expanding marina operations. EWPPA may consider how Lampe Marina fits into their long-term vision, understand their own capacity to carry out that vision, and if necessary, find a private partner capable of executing it.

When asked about potential market opportunities at the Site in February 2025, EWPPA partners and staff highlighted tourism, boating, fishing, and other forms of outdoor recreation, and increased manufacturing and distribution as growth areas. Port partners suggested that specific uses of the Site could include public amenities like trails, parks, a boardwalk, or more boats storage and fishing locations. Additional suggestions included new waterfront access in the form of commercial or recreational marinas, ferry access, and the potential for new industrial uses such as a data center, chip plant, or research facility.

Comparative Analysis

Market conditions identified in the Market Analysis and Market Analysis Updates completed in 2022 served as the basis for establishing the latest market conditions.

Most of the Near-term Growth Strategy/Recommendations outlined in 2022 remain reasonable. Those included:

- Continue to prioritize developing wetlands property adjacent to existing terminal for additional contiguous acreage
- Work with terminal operator to discuss potential on-terminal capacity enhancements
- Remedy Parade Street Slip Needs
- Work with terminal operator to continue to leverage existing relationships with shippers/manufacturers/carriers to stay at forefront of potential emerging cargo opportunities
- Continue to work with terminal operator on identifying and securing grant funding for specific infrastructure projects

All near-term recommendations appear to be in progress. EWPPA has maintained close communication and coordination with tenants, including Carmeuse and Donjon. Particularly encouraging is the Small Project at a Small Port award of the 2024 Port Infrastructure Development Program (PIDP) grant for the Parade Street Slip Dock Wall Replacement and Slip Widening Project.



The Medium-to-Long term Growth Strategy/Recommendations outlined in 2022 also remain reasonable. Those included:

- Pursue conversations with State Department of Agriculture and pellet exporters to explore potential wood chip/pellet market
- Continue to pursue the acquisition of the Erie Coke property for long-term port and industrial development

Summary

EWPPA has positioned itself to pursue both items mentioned, realizing its goal of acquiring the former Erie Coke property in 2024. The wood chip/pellet market in Erie remains reasonably strong but companies are not yet moving large quantities through the Port. With its successful acquisition, the Site and its potential are the focus of the wider planning effort and should be maintained on the medium-to-long term growth strategy. The overall strategy to phase improvements remains sound and any development should be market driven.

“...This spot is special, right on the water...The surrounding neighborhood has been subjected to air and water pollution from the coke plant for decades. This is a rare opportunity to reclaim a blighted area and turn it into a natural space within walking distance of thousands in the surrounding neighborhood(.)”

Public Comment

Chapter 4

Community Engagement



4. Community Engagement

Community and stakeholder outreach was critical to inform reinvestment in the Site. Stakeholders included Port partners and tenants, Elected Officials, community organizations, and neighbors with a stake in the future of EWPPA and the Site. The following goals guided the outreach process:

- Demonstrate the economic impact of EWPPA and where the potential exists for EWPPA to contribute to economic development and growth in Erie
- Clearly communicate the process of remediation and future reinvestment in the Site
- Gain feedback on the opportunities and challenges for EWPPA and across the Bayfront
- Gain feedback on scenarios for the reuse of the Site

Outreach was ongoing, with three rounds occurring in November 2024, February 2025, and October 2025:

- Round 1 (November 2024): Information sessions and initial stakeholder meetings
- Round 2 (February 2025): Six public and stakeholder meetings were held over Wednesday, February 19, and Thursday, February 20, 2025
- Round 3 (October 2025): EWPPA additionally hosted an open house in October 2025 to get feedback on proposed scenarios for the future of the Site.



Figure 40: Engagement Boards from the Public Outreach

In addition, two online surveys were offered to the public in March and October 2025 as a further opportunity to provide input. While engagement during this phase has closed, EWPPA will continue to share updates and engage the public on subsequent phases as designs for the Site are developed and remediation advances.

Participation Summary

Engagement reflects a diverse range of participants. The estimated number of participants in community engagement totaled 237. Table 5 below shows the details of each event and the estimated attendance. Feedback from each of the three rounds and the online surveys are summarized in this chapter and throughout the document. A more detailed summary is included in the appendices.

Table 5. Community Engagement Participation Summary

Participants	Meeting Information	Location	Estimated Attendance
Elected Officials	2/19/25, 10 AM -11 AM	EWPPA Office	13
EWPPA Partners	2/19/25, PM – 3 PM	EWPPA Office,	29
Erie Community Outreach I (East Middle School)	2/19/25, 6 – 8 PM	East Middle School	36
EWPPA Staff	2/20/25, 1 AM – 12 PM	EWPPA Office	8
Bayfront East Side Task-force (BEST)	2/20/25, 1 PM -2 PM	231 Parade St	6
Erie Community Outreach II (ECAT Open House)	2/20/25, 4-6 PM	Erie Center for Arts and Technology	30
Online Survey	Available 3/11/25 – 3/31/25	www.porterie.org/eriecoke	4
Future Concepts Open House	10/8/2025, 4-6 pm	Erie-Western PA Port Authority	65
Online Survey	Available 10/9/25 – 10/30/25	www.porterie.org/eriecoke/	46
TOTAL (estimated)			237

MEETING HIGHLIGHTS

The following are highlights from the engagement with stakeholders and community members. Specific community feedback received on the market and economic analysis and scenarios are also included throughout this document.

Round 1 (November 2024)

In November 2024, the engagement process began in earnest for the Master Plan Refresh with the following stakeholder meetings or information sessions:

- Port Tenants (e.g. Donjon, Carmeuse)
- EWPPA Board
- Elected Officials
- External Stakeholders

In these meetings, stakeholders were given a brief project description and timeline. The goal of this round of outreach was to gain feedback that could shape the Master Plan Refresh and inform future outreach with community members. Stakeholders discussed their vision for the Site and the Bayfront as a whole, perceived market opportunities, and any challenges they might anticipate towards site redevelopment or seizing economic opportunities.

Round 2 (February-March 2025)

In February 2025, the Port conducted the following six meetings as well as an online survey. The number of attendees and survey participants is shown in Table 5.

- Meeting with Elected Officials
- Meeting with EWPPA partners, including tenants, neighbors, and economic development partners
- Community open house at East Middle School
- Community open house at Erie Center for Arts and Technology (ECAT)
- Meeting with EWPPA staff
- Meeting with EWPPA Board

The community and stakeholders were asked about their “as-is” and “should be” visions of the Site as well as what they saw as opportunities for the Site and the waterfront as a whole. Elected Officials were asked how the subsequent community meetings could be as effective as possible and to encourage public attendance at upcoming open houses. Conversations with EWPPA partners, which included commercial and recreational tenants, economic development partners, and waterfront neighbors, were focused on potential development opportunities.



Figure 41: Members of the Public at the Open House

Some key takeaways from Round 2 of engagement include:

- Strong support for the continued remediation and future redevelopment of the Site
- A recognition of the strides made so far to remediate the Site and of the amount of work that will continue to be undertaken in order to prepare the Site for remediation.
- Desire for public access and green space
- Preference for mixed use development and the potential of complementary land uses
- Importance of a flexible master plan to accommodate the multiple opportunities for redevelopment

Community and stakeholder priorities in Round 2 were very diverse, reflecting the multiple opportunities and visions for the redevelopment of the Site. When asked about potential market opportunities at the Site, EWPPA partners and staff highlighted tourism, boating, fishing, and other forms of outdoor recreation, and increased manufacturing and distribution as growth areas. Port partners suggested that specific uses of the Site could include public amenities like trails, parks, a boardwalk, or more boat storage and fishing, new waterfront access in form of commercial or recreational marina or ferry access, and the potential for new industry such as a data center, chip plant, or research facility. Using this insight, EWPPA developed three scenarios for reuse (see Chapter 5) to show what different shapes mixed-use might take on the Site.



Figure 42: Members of the Public at the Open House

After in-person outreach was completed, an online survey was posted on the project website from March 11th through March 25th, 2025. Respondents were also asked about their “as-is” and “should be” visions for the Site as well as for their opinions on the challenges facing redevelopment. Participation was minimal, but responses were consistent with the feedback received during the February in-person events. The importance of cooperation and consensus and community focus was also highlighted.

Round 3 (October 2025)

In October 2025, EWPPA hosted an open house and an online survey to get feedback from the Erie community on three scenarios proposed for the reuse of the Site. The Port also presented findings from studies that demonstrated the Port's economic impact as well as the real estate and labor conditions. Sixty-five community members attended the open house, and 24 gave written feedback at the open house.

Across scenarios, feedback tended to support new and upgraded infrastructure to support boating and related activities, including slips, ramps, and indoor storage. A number of comments indicated that crowding of existing boating infrastructure was a problem.

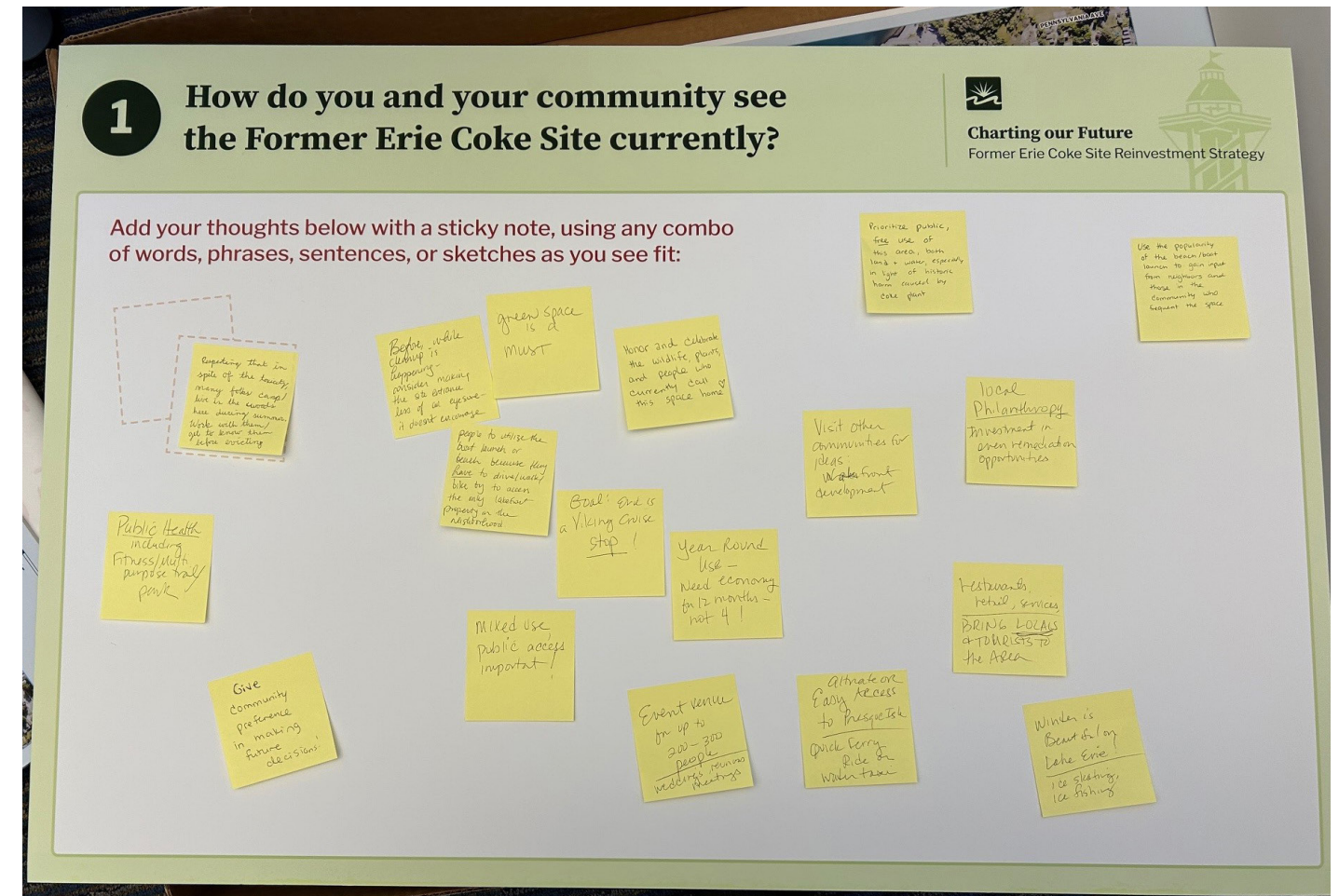


Figure 43: Comments from the Public about current perceptions of the Site

There tended to be a slight preference for recreation over industry, but comments showed a wide range of preferences from almost all recreation to almost all industry. Green space and other public spaces for the community were singled out, as was the need for more affordable marinas. Some comments emphasized that this is an opportunity to rehabilitate an important wildlife habitat and provide meaningful lakefront access to the east side of Erie. Among people supportive of recreation, they believe industrial uses on the Site have only caused pollution and harm to East Erie, and that further industrial use will not be an appropriate response.

Meanwhile, some comments suggested that a focus on industry is critical to bring more jobs to Erie, and that a focus on recreation is a missed opportunity to make a smart investment in industry at the Erie waterfront. Additionally, some comments were concerned that remediating the existing pollution and contamination at the Site for recreational purposes will take much longer, and they might still be concerned about friends and family using the Site for recreation even after remediation is completed.

At this event, community members also shared specific feedback on three reuse scenarios for the Site. This feedback is discussed in Chapter 5.

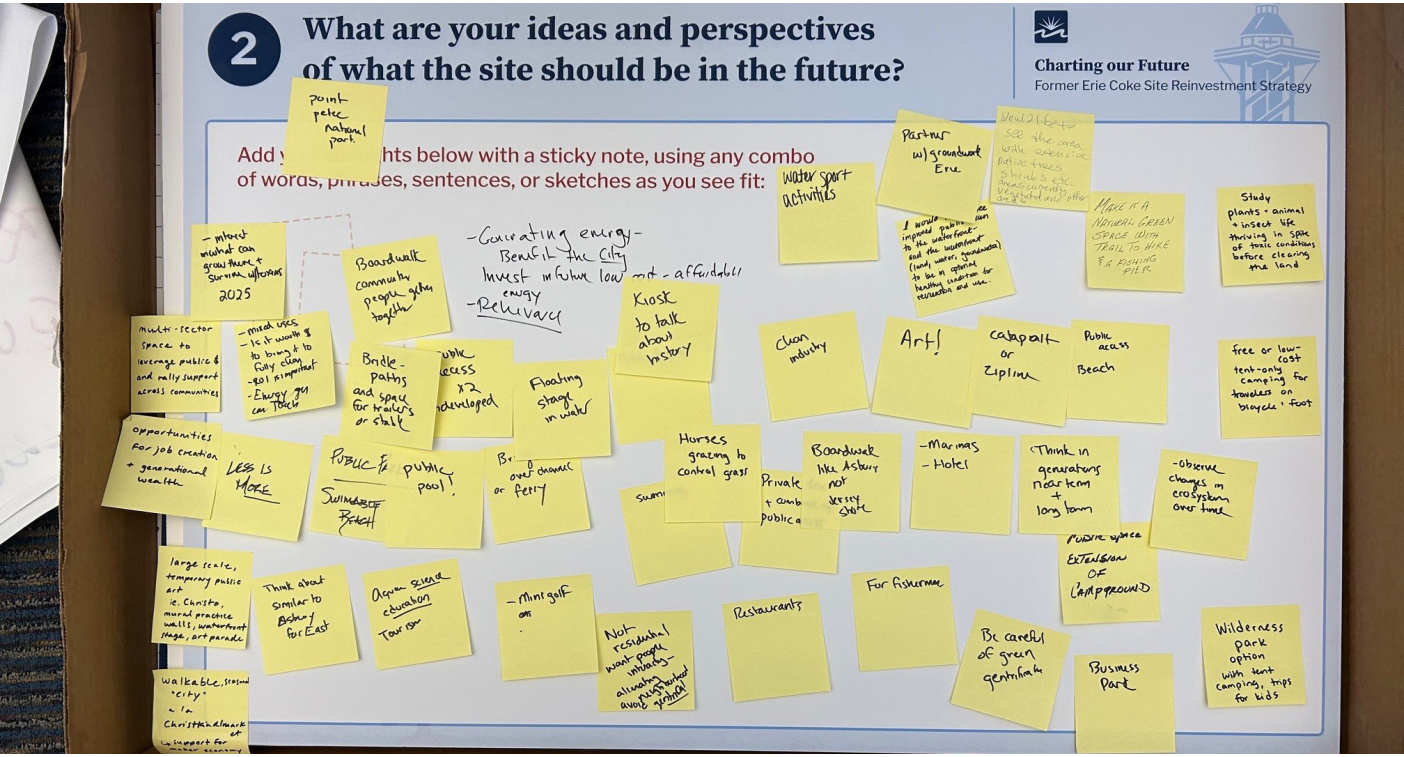


Figure 45: Comments from the Open House for the future of the Site

Commitment to Ongoing Community Engagement

After sessions with Port partners and tenants, Elected Officials, community partners/organizations, and other community members, the following items summarize common and cross-cutting themes across several meetings:

- Strong overall support for redevelopment
- Recognition of the progress that has been made to date
- Desire for public access, recreation opportunity, and green space
- Interest in mixed-use development and recognition of its potential
- Recognition of the need for complementary land use for adjacent sites
- Multiple opportunities for redevelopment suggesting flexible master plan.
- Interest in a range of scenarios for future uses on-site

These themes are all addressed in the reuse scenarios, informed recommendation for the preferred scenario, and will continue to be explored in future outreach.

While this phase of the planning process is concluded, EWPPA is committed to continuing to meaningfully engage with the public to drive forward improvements on the Site. The public engagement process does not formally conclude until PADEP’s assessment of the Site is complete so that reasonably accurate costs and a timeline for remediation can be shared. Information on remediation and any future developments regarding the Site will be published and shared for public review and/or comment.

For current and future phases, Community Engagement will be critical to realize the opportunity at the Former Erie Coke Site



Figure 44: Engagement Approach across the Project’s Lifecycle

As EWPPA committed to in its recent Statement of Policy adopted in February 2026, the Authority reiterates its commitment to an open, transparent process in which the public shall have a full opportunity to provide input regarding any proposed use(s) for the Site. Specifically, the Authority shall not enter into any legally binding commitment with respect to any long term or permanent use of the Site prior to the completion of such public process. Written proposals or presentations related to developing the Site which show an intent to seek a legally binding commitment will be posted on the Port’s website. The public shall be permitted to comment on such proposals or presentations. The full statement of policy can be found in the appendix.

Chapter 5

Site Reuse Scenarios



5. Site Reuse Scenarios

Building on the market findings and early public and stakeholder input, three reuse scenarios were developed for the Site early Fall 2025. These scenarios explore connecting the Site to the rest of the bayfront, east Erie, and the Lampe Marina and campground. The scenarios present land use configurations at varying intensities, which were informed by the market study and early public and stakeholder feedback. The three scenarios were presented in the fall of 2025 to the public at an open house and through an online survey. Attendees and respondents engaged with the scenarios, providing comments and feedback directly on presentation boards and additional comment cards or through the survey. This feedback was then used to identify a preferred scenario to advance the concept plan and the elements contained within it. This chapter outlines the scenario development process, the guiding principles used to inform their creation, the comments received by the public for each scenario and closes with a presentation of a scenario to advance for further analysis. While a preferred scenario is advanced for conceptual planning, it is not final. Further iterations are expected based on future engagement by EWPPA with the public and relevant stakeholders.

Guiding Principles

Table 6. Former Erie Coke Site Master Plan Guiding Principles

Goal	Objective
Enhance Lakeshore Access	Provide sufficient transit and walkable access to the lakeshore
Provide Recreational Amenities	Encourage the public activation of the Site through targeting passive or active opportunities in recreation
Connect to East Erie	Economically integrate into the neighboring locations in East Erie
Create Economic Opportunity	Provide economic output for the port businesses and residents
Supplement Port Revenue	Provide revenue generating operations to supplement and support port operations
Bolster Environmental Improvements	Remediation practices for long-term environmental risk reduction
Support Port Planning	Adopt local planning initiatives and integrate into long-term goals
Engage the Community	Meaningfully engage the Erie community and those historically impacted by Erie Coke

The Site represents one of the most significant redevelopment opportunities along the Lake Erie waterfront. Importantly, the guiding principles on this page were developed in coordination with stakeholders and vetted with the public to support the strategies presented in this document. These principles align with the 2018 Master Plan and local planning visions, while reflecting the Port’s commitment to meaningful engagement with Erie residents, particularly those historically most impacted by the former industrial use of the Site. To explore how these principles can be realized, this Master Plan presents three distinct redevelopment scenarios for the Site. Each scenario balances environmental stewardship, economic viability, public access, and community benefit in different ways, thus offering a range of pathways that reflect both immediate opportunities and long-term aspirations for Erie’s waterfront. Together, these scenarios provide a framework for decision-makers and the community to evaluate trade-offs, priorities, and investments that will shape the future of this transformative site.

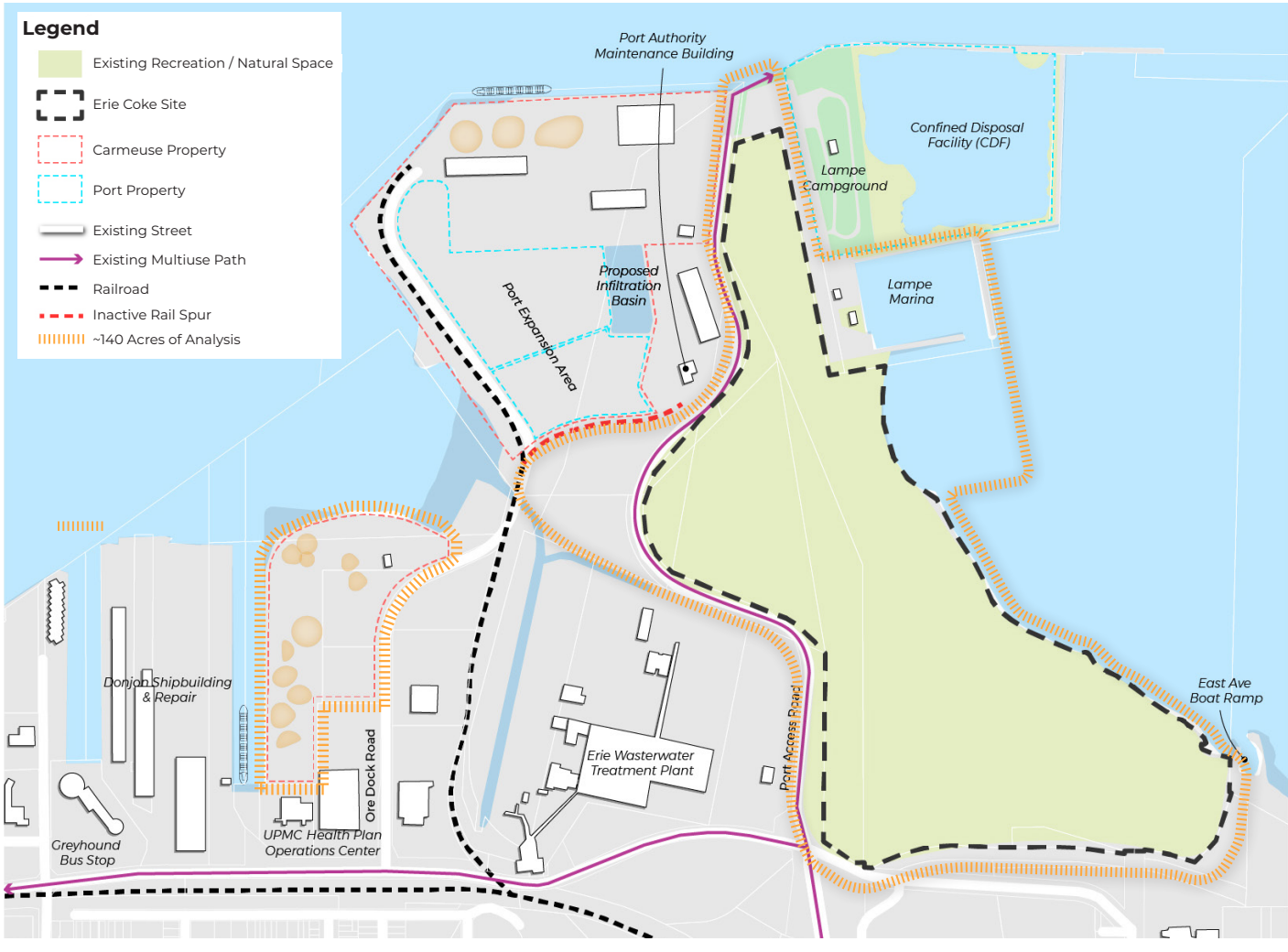


Figure 46: Baseline Condition and Area of Analysis

Reuse Scenarios

Informed by the guiding principles, market study findings, and early public and stakeholder input, three scenarios for land use and connectivity at the Site were developed. The scenarios build upon each other, varying in land use mix, acreage of proposed sites, and connectivity schemes. Each scenario is paired with the comments received by the public in October 2025 at public open houses and through an online survey. These scenarios diagrammatically re-imagine an estimated 140 acres between the Site (land and water) and nearby vacant and underutilized parcels, as highlighted in Figure 46.

SCENARIO 1: RECREATION FOCUS

Scenario 1 represents the initial redevelopment framework for the Site and is intentionally structured as a recreation-forward concept based primarily on community priorities regarding waterfront access, park space, and public amenities. This scenario primarily focuses on the following objectives:

- Create new Waterfront Park and Recreation Area on southern half of the Site
- Extend the Bike Path and Multi-Use Trail around the Site and into new green spaces
- Extend East Ave north into the Site and connect to Port Access Road, limiting it to Emergency Access Vehicles, Bicyclists, and pedestrians only.
- Expand Port Operations at the center of the Site, including:
 - › New Marina with space for larger vessels, and Boat Staging Area
 - › Indoor/Outdoor Boat Storage with an open “Flex Space” for seasonal events and/or boat storage.
 - › New Boat Servicing Building and Staging Area
- Provide additional parking for the Lampe district and create a larger Waterfront Park in the north of the Site.
- Reconfigure existing commercial industrial sites on Ore Dock Road and create new parcels for industrial businesses between Ore Dock and Port Access Roads.

This scenario includes additional global improvements that remain consistent across all developed scenarios:

- Existing Sand Piles along Ore Dock Rd would be relocated onto the Carmeuse Site
- The Parade Street Slip would be expanded to accommodate larger vessels
- New Breakwater would be built near the inlet close to Ore Dock Road
- Port Access Road and Ore Dock Road would be connected
- A private gate for Carmeuse would be placed toward the middle of Ore Dock Road

In total, Scenario 1 would yield an estimated 79 acres of recreation and green space (i.e., McClelland Park is 58 acres), 30 acres of industrial property, 28 acres of port operations and marina uses, and 3 acres of parking and staging.



Figure 47: Scenario 1 - Recreation-Focused Redevelopment

Scenario 1 Community Feedback (Round 3 Open House, October 2025)

The scenarios were presented to the public through an open house and an online survey in October 2025. Feedback was collected through structured discussions at open house meetings, interactive mapping exercise, and spatial dot mapping. Figure 48 and Figure 49 highlight public comments regarding Scenario 1.

As illustrated in both the Community Feedback Diagrams, participants were invited to identify what they liked most, what they liked least, what they felt was missing, and where specific uses should be located for each scenario. Responses from open house attendees and online survey participants indicated strong support for the following elements found in Scenario 1:

- Overall Sentiments
 - › Expanded Waterfront Access received positive responses.
 - › High concentration of positive responses supporting a new waterfront park and expanded shoreline access
 - › Support for extending the walking and biking path around the Site
- Recreation and Green Space
 - › Interest in active and passive recreation amenities
 - › Support for extending the Bayfront Bikeway multi-use trail
 - › Preference for minimizing vehicular traffic within park areas
- Marina and Boat Uses
 - › General support for a new public marina and boat staging area
 - › Mixed feedback regarding the location and scale of indoor/outdoor boat storage
- Concerns Identified
 - › Desire to avoid “road through the park” configurations
 - › Interest in affordability and ensuring the Site serves residents
 - › Requests for clearer separation between industrial operations and public spaces

Overall, the responses to Scenario 1 were positive and reinforced early public feedback that access to the water through additional public open space is important to residents. Expanding the marina and providing additional boat storage also saw support, though respondents indicated they’d prefer most of the Site to remain as public open space for the community.

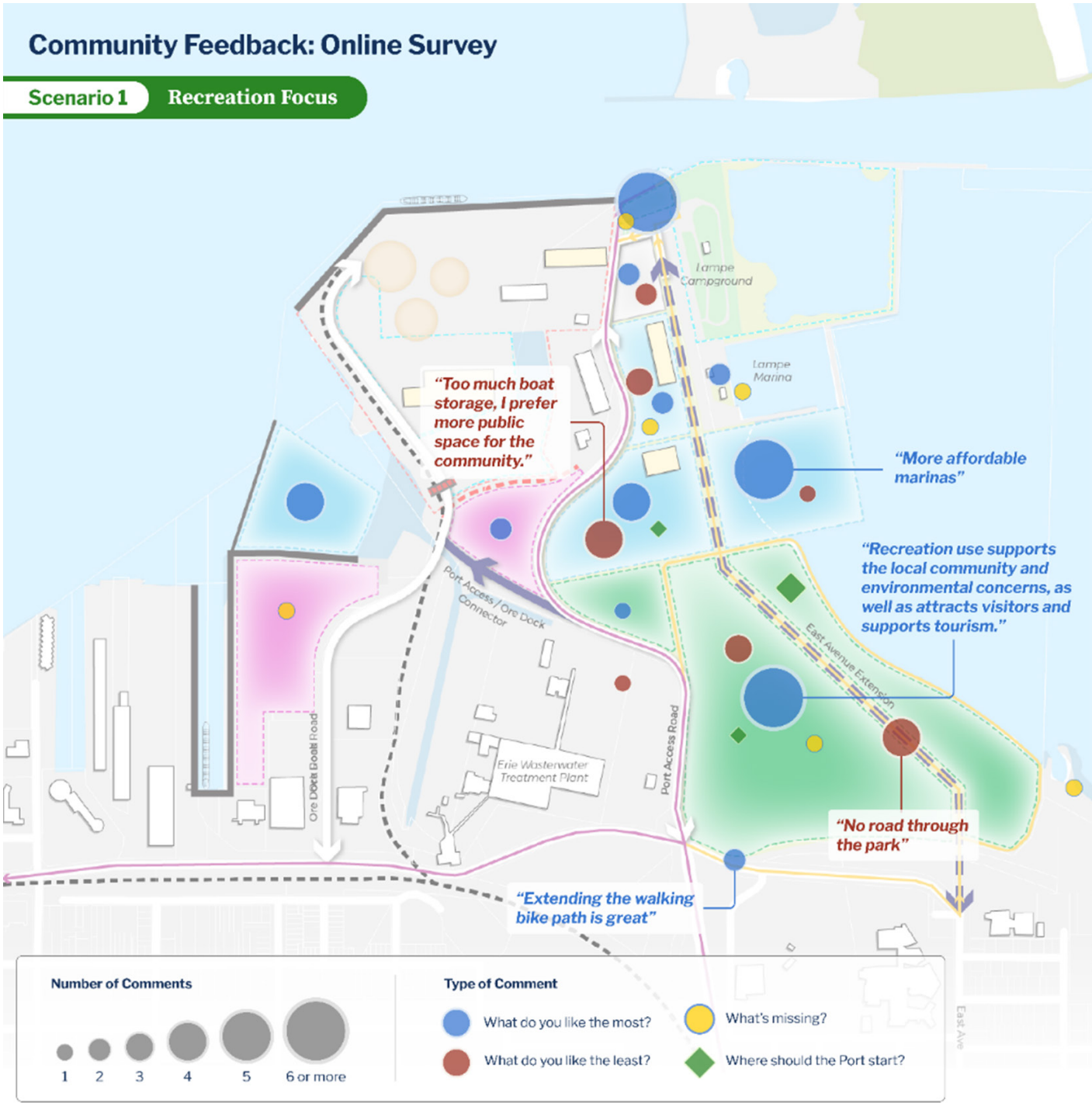


Figure 48: Scenario 1 - Community Feedback from the Online Survey

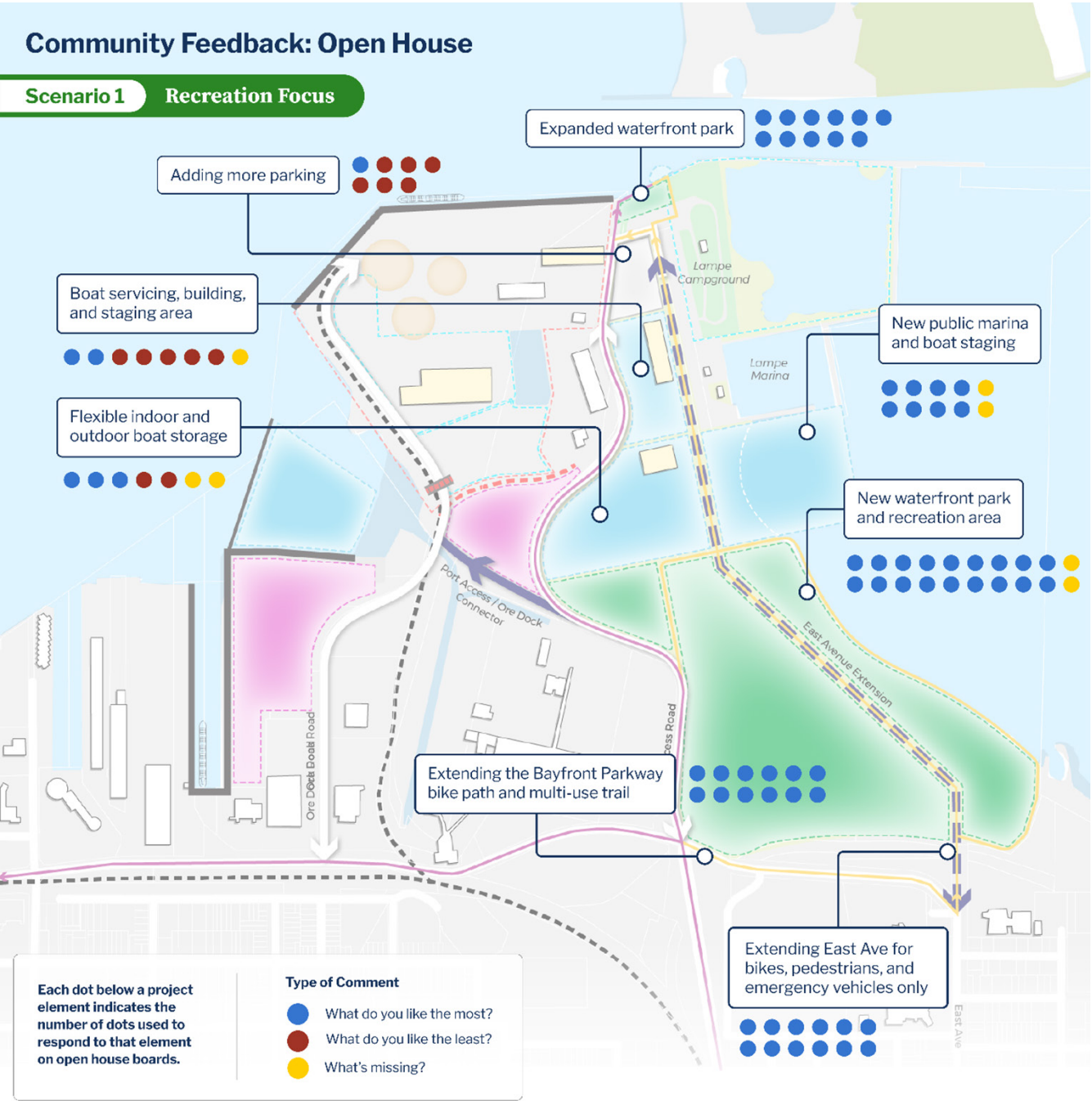


Figure 49: Scenario 1 - Community Feedback from the Open House



Figure 50: Community Members presenting their ideas for the Site



Figure 51: Community Members at the Public Open House

SCENARIO 2: RECREATION AND INDUSTRIAL MIX

Scenario 2 builds upon many of the core elements of Scenario 1, such as expanding the marina, creating a new waterfront park, and expanding opportunities for industrial uses. Scenario 2 further emphasizes the opportunity for additional tax-generating industrial uses within the Site by expanding the industrial acreage in the center of the Site and refining the roadway network to better support circulation into and around the Site for visitors and potential businesses. Figure 52 highlights Scenario 2 and its proposed mix of uses.

Building upon the foundation of comments received on Scenario 1, this concept increases the acreage dedicated to industrial land use opportunities while still providing an expansive public open space and expanded marina and port operations. From an infrastructure and circulation standpoint, Scenario 2 rationalizes the street grid further to simplify roadway geometry of Port Access Road and fully opens the proposed East Avenue Extension to all private travelers in addition to emergency access and port vehicles. This scenario shares many of the same objectives as Scenario 1. The following objectives are unique to Scenario 2:

- Rationalize the roadway network to minimize overly complex roadway geometry to support larger vehicle and trailer traffic around the Site. This includes:
 - › Straightening Port Access Road
 - › Extending East Ave north into the Coke Site with full roadway access for all travel modes, connecting to Port Access Road at South Pier.
 - › Creating a road that connects Ore Dock Road to Port Access Road, and further connecting to East Avenue
- Rationalize existing Commercial industrial sites on Ore Dock Road and create new parcels for industrial businesses between Ore Dock and Port Access Roads.

While Scenario 2 shares many of the same goals and overall land use mix as Scenario 1, the roadway network and proposed acreage of each land use is changed. In total, Scenario 2 would yield an estimated 66 acres of recreation and green space (i.e., Frontier Park is 32.3 acres), 48 acres of industrial property, 24 acres of port operations and marina uses, and 2 acres of parking and staging. This scenario balances the desire for enhanced public opens spaces and connection to the lake with retaining and enhancing the Site’s history as a revenue generating active site that generates jobs and maritime and industrial activities.



Figure 52: Scenario 2 - Recreation and Industrial Focused Redevelopment

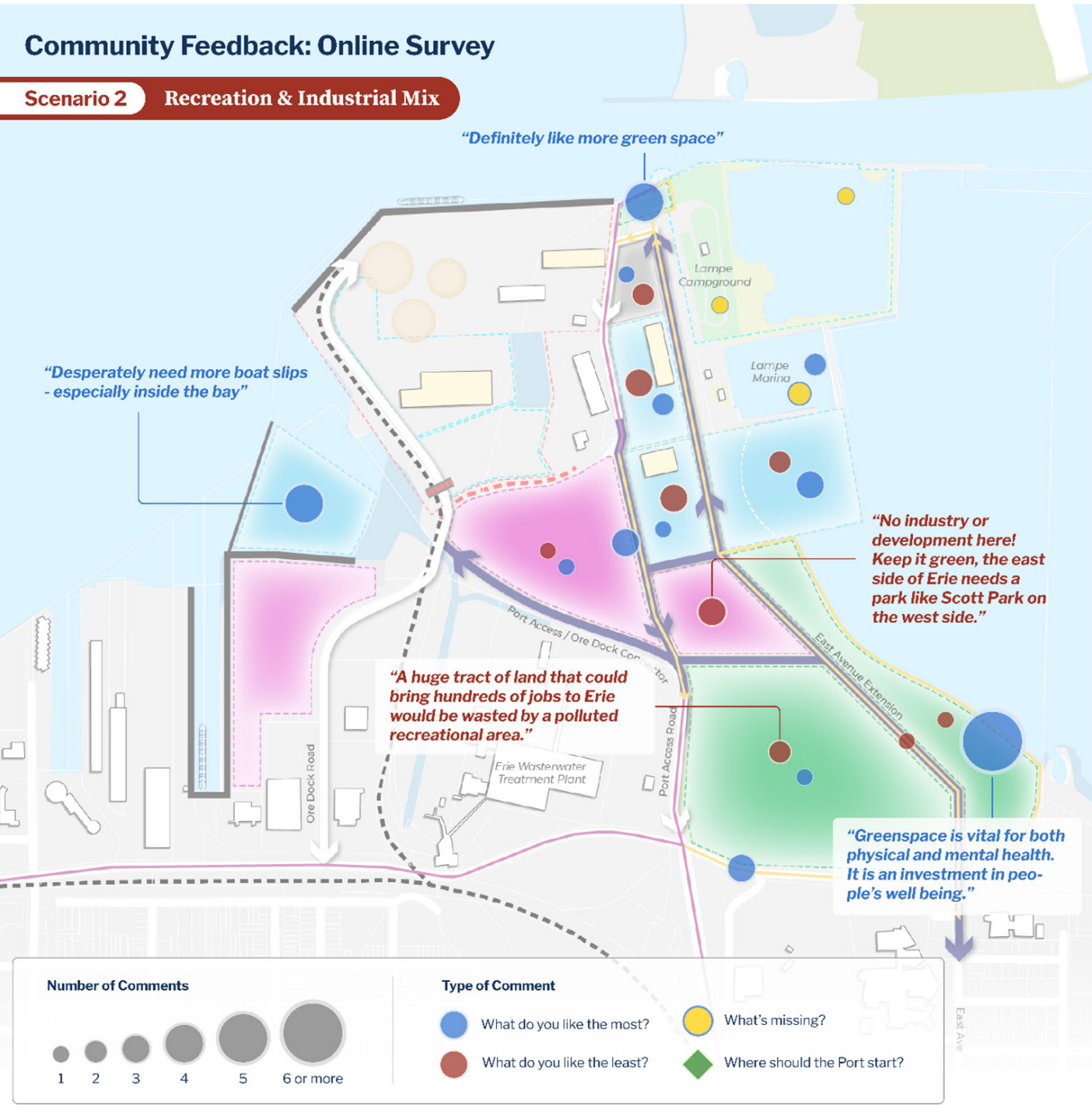


Figure 53: Scenario 2 - Community Feedback from the Online Survey

Scenario 2: Community Feedback (Round 3 Open House, October 2025)

Figure 53 and Figure 54 highlight public comments received for Scenario 2. Responses from the open house and online survey revealed several consistent themes regarding Scenario 2:

- Support for Economic Activation
 - › Recognition of the importance of port-supportive industry to long-term economic sustainability
 - › Support for marine-related operations, including additional boat slips and servicing facilities.
 - › Interest in maintaining working waterfront functions as part of the Site's identity.
- Continued Demand for Green Space
 - › Strong calls for preserving and expanding green space
 - › Comments emphasizing how “vital” green space is for both physical and mental health
 - › Requests for greater separation between industrial uses and recreation areas
- Circulation and Roadway Concerns
 - › Mixed reactions to full roadway access via East Avenue extension
 - › Concerns about increased vehicular traffic through park areas
 - › Discussion about straightening Port Access Road to improve operational efficiency
- Industrial Placement Concerns
 - › Some feedback suggesting that heavy industrial uses should be limited or carefully buffered
 - › Concerns about visual, environmental, and compatibility impacts
 - › Requests to maintain waterfront access as a public-facing edge

The overall sentiment for Scenario 2 was positive. Most of the critical feedback spoke to the delicate balance between co-locating public open space and working-waterfront activities. The feedback demonstrated a clear tension between participants valuing the industrial heritage of the Site and their desire to see the area remain naturalized and focused on public recreation.

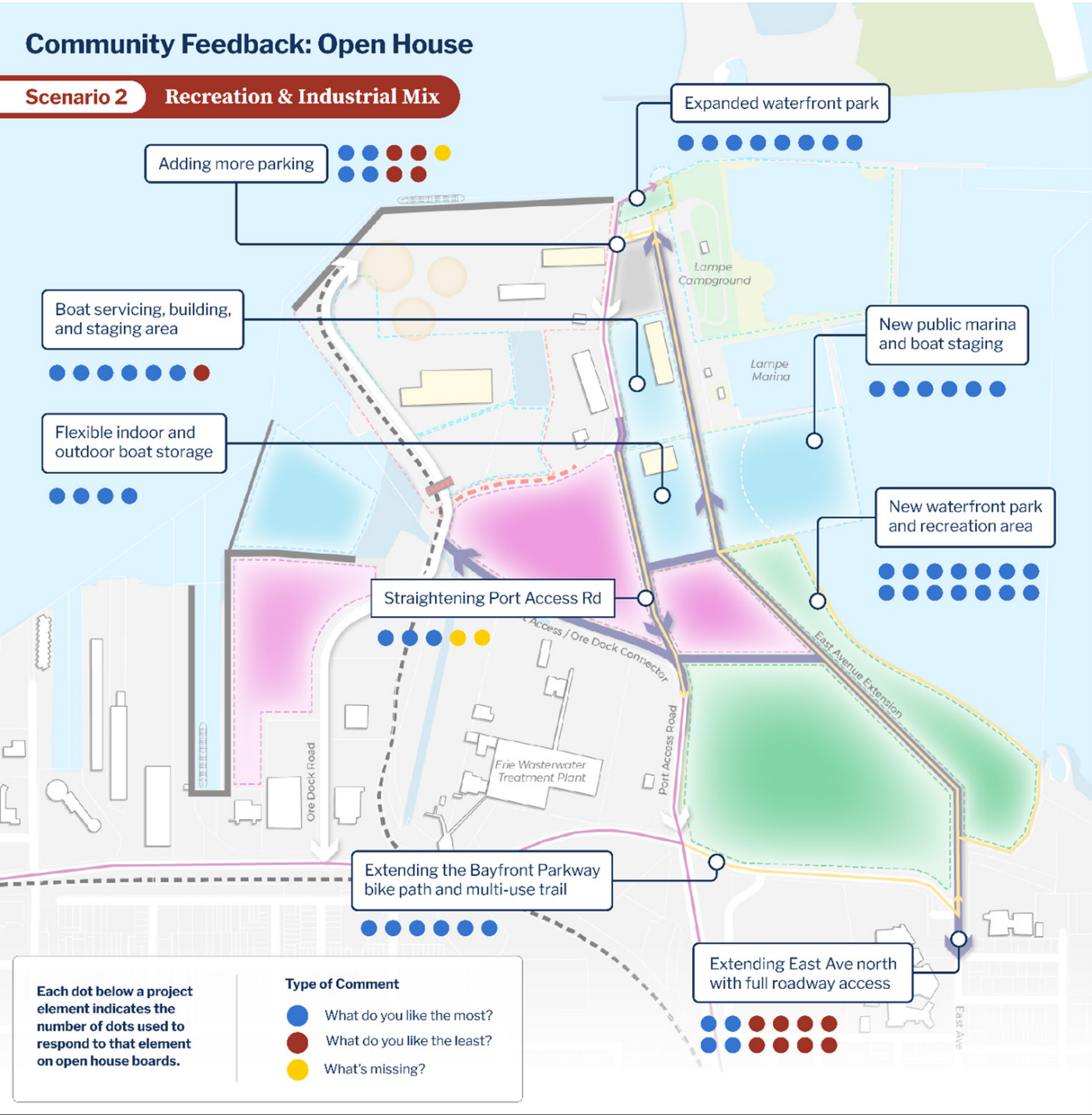


Figure 54: Scenario 2 - Community Feedback from the Open House

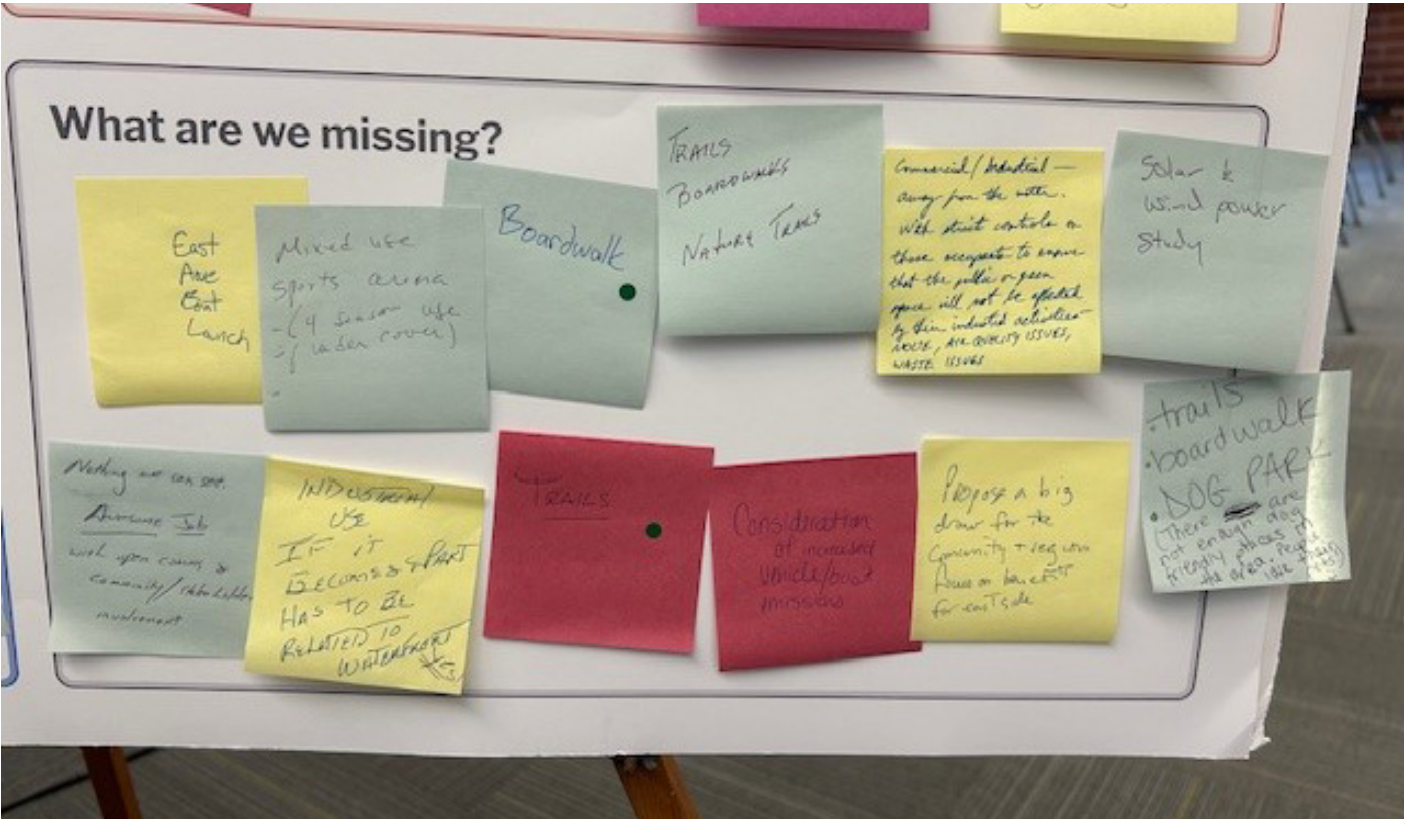


Figure 55: Community notes providing suggestions for additional considerations



Figure 56: Community Members reading about the project at the Open House

SCENARIO 3: BALANCED MIX

Scenario 3 carries forward many of the principles found in Scenarios 1 and 2 while integrating a mixed-use district at the southern end of the Site to respond to the market analysis findings (see Chapter 3) that highlight a future demand for new office development. This scenario aims to balance the priorities of the community regarding open space, the current demand for boat storage and additional operational capacity for the port and marinas, the desire to maintain a working-waterfront identity and support job growth in maritime industries and accommodates future needs of Erie at large by providing space for an active mixed-use district. Figure 57 highlights Scenario 3 and its proposed mix of uses.

Scenario 3 creates the largest opportunity for additional tax-generating land uses by providing space for mixed-use development and industrial development within the Site. In addition to creating a waterfront park and expanding the marina, the scenario proposes a district grid with streets and blocks on the southern edge of the Site between Port Access Road and East Avenue Extension. This mixed-use district would act as a buffer between potential industrial uses proposed along the Port Access / Ore Dock Road connector and provide frontage for the waterfront park. The roadway circulation in this scenario retains most of the proposed circulation pattern found in Scenario 2, as well as dedicating the same amount of space to proposed marina and port operations. The following objectives are unique to Scenario 3:

- Create a mixed-use district at the southern end of the Site to respond to future market demands. This includes the establishment of a small grid of streets and blocks to service future development.
- Create pocket parks within the mixed-use district adjacent to the waterfront park to integrate additional public open space into the Site.

Scenario 3 attempts to balance public desires, market trends, current and future port and marina demands, while creating revenue-generating opportunities that support a working waterfront. In total, Scenario 3 would yield an estimated 30 acres of recreation and green space (roughly the size of Frontier Park), 44 acres of mixed-use property, 40 acres of industrial property, 24 acres of port operations and marina uses, and 2 acres of parking and staging. Ultimately, Scenario 3 aims to refine and combine the strongest elements of the preceding scenarios into a cohesive, balanced vision that addresses the widest variety of needs while providing a marquee public space at the Site.

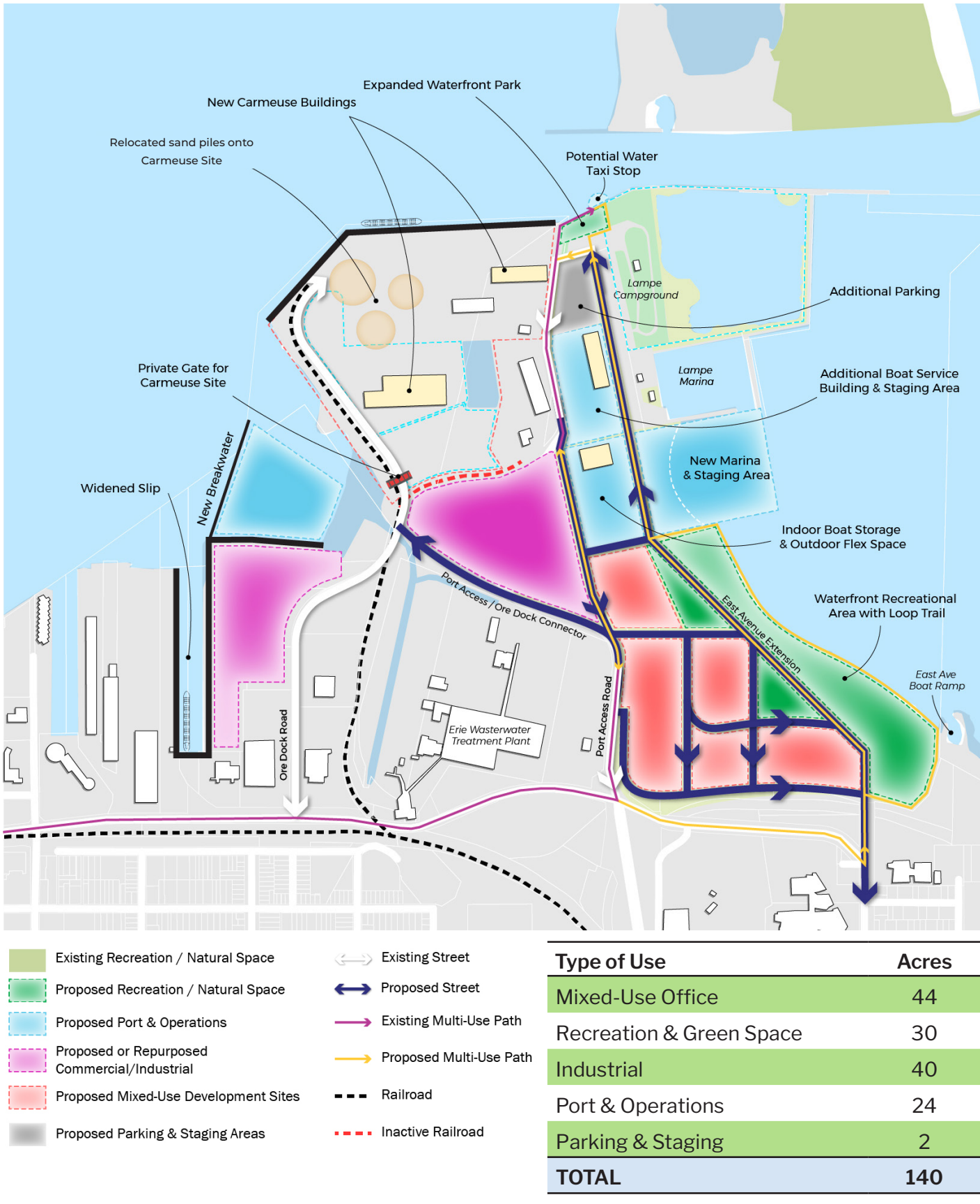


Figure 57: Scenario 3 - Balanced Redevelopment

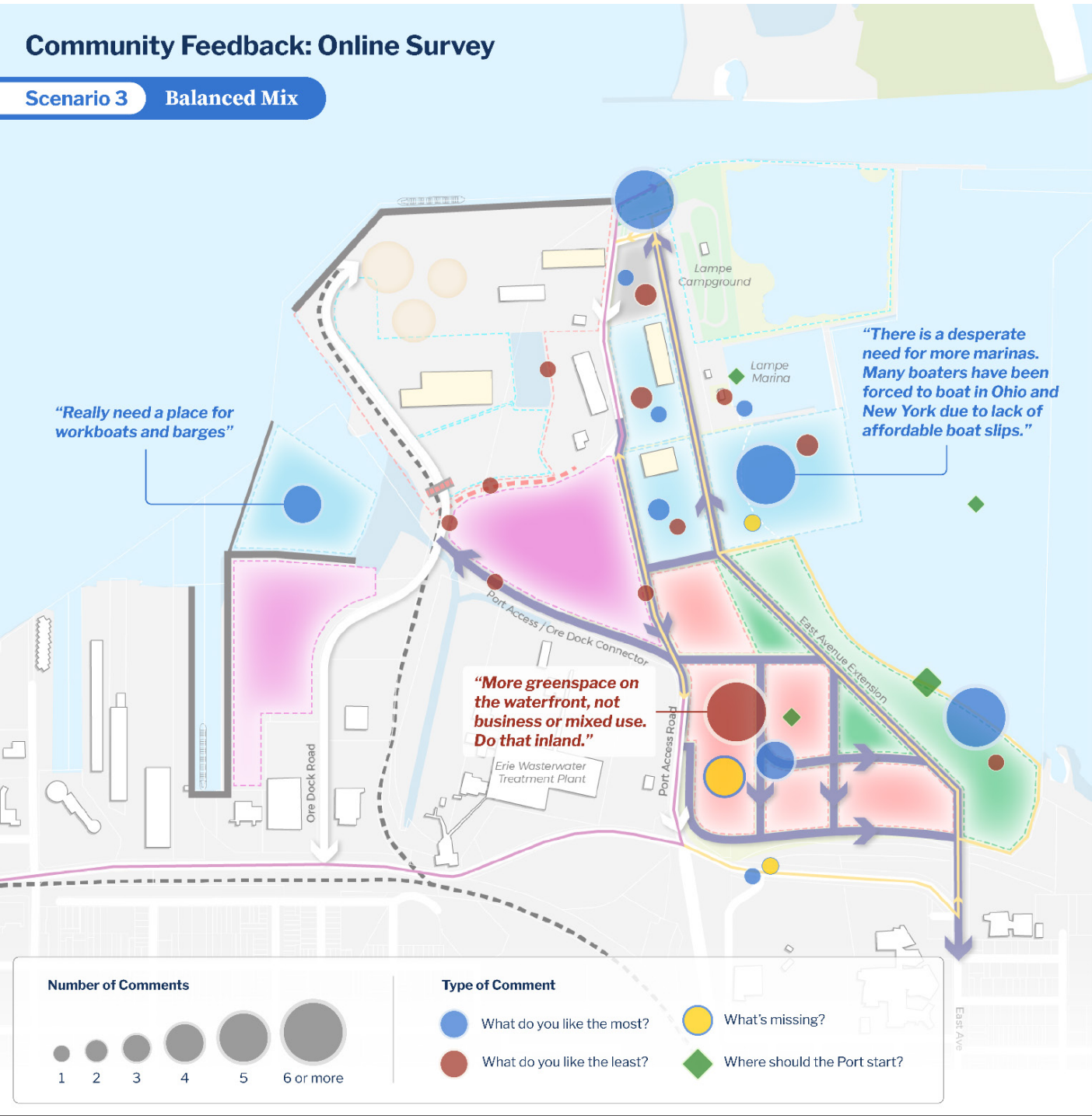


Figure 58: Scenario 3 - Community Feedback from the Online Survey

Scenario 3: Community Feedback (Round 3 Open House, October 2025)

Figure 58 and Figure 59 highlight public comments received for Scenario 3. Responses from the open house and online survey revealed several consistent themes regarding Scenario 3:

- Continued Demand for Green Space
 - › Strong calls for preserving and expanding green space over other interventions.
 - › Desire for green space to be the first element to be implemented
- Mixed Reactions to Mixed-Use District
 - › Mixed reactions to full roadway access via East Avenue extension
 - › Continued concerns about increased vehicular traffic through park areas
 - › Some appreciate that multiple needs can be met by this scenario more than the previous two
 - › Support expressed for the district contingent on the inclusion of recreation-supportive uses, such as bike repair shop or fishing shop.
 - › Desire for the district to attract future-focused businesses such as technology or research facilities
- Marina and Port Operation Expansion
 - › Some feedback suggested boaters are forced to dock in nearby states due to lack of space
 - › Concerns about visual, environmental, and compatibility impacts
 - › Requests to maintain waterfront access as a public-facing edge

The sentiment for Scenario 3 was more mixed than previous scenarios. Many comments spoke to there not being enough green space while others found the balance to be appropriate. This scenario seemed to highlight a key difference between public audiences: some want to see the Site be almost exclusively green space, given the Site’s history of polluting industry and East Erie’s historic lack of access to the water, while others believe the Site is large enough to effectively balance the different uses while still creating direct access to the water and an expansive public open space. This scenario did receive support for the potential diversity of jobs that the mixed-use district and industrial site could bring to the city. Overall, this feedback further demonstrated the tension between proponents of a land use framework that balances uses with the industrial heritage of the Site, and proponents of a land use framework that naturalizes the Site and focuses on public recreation.

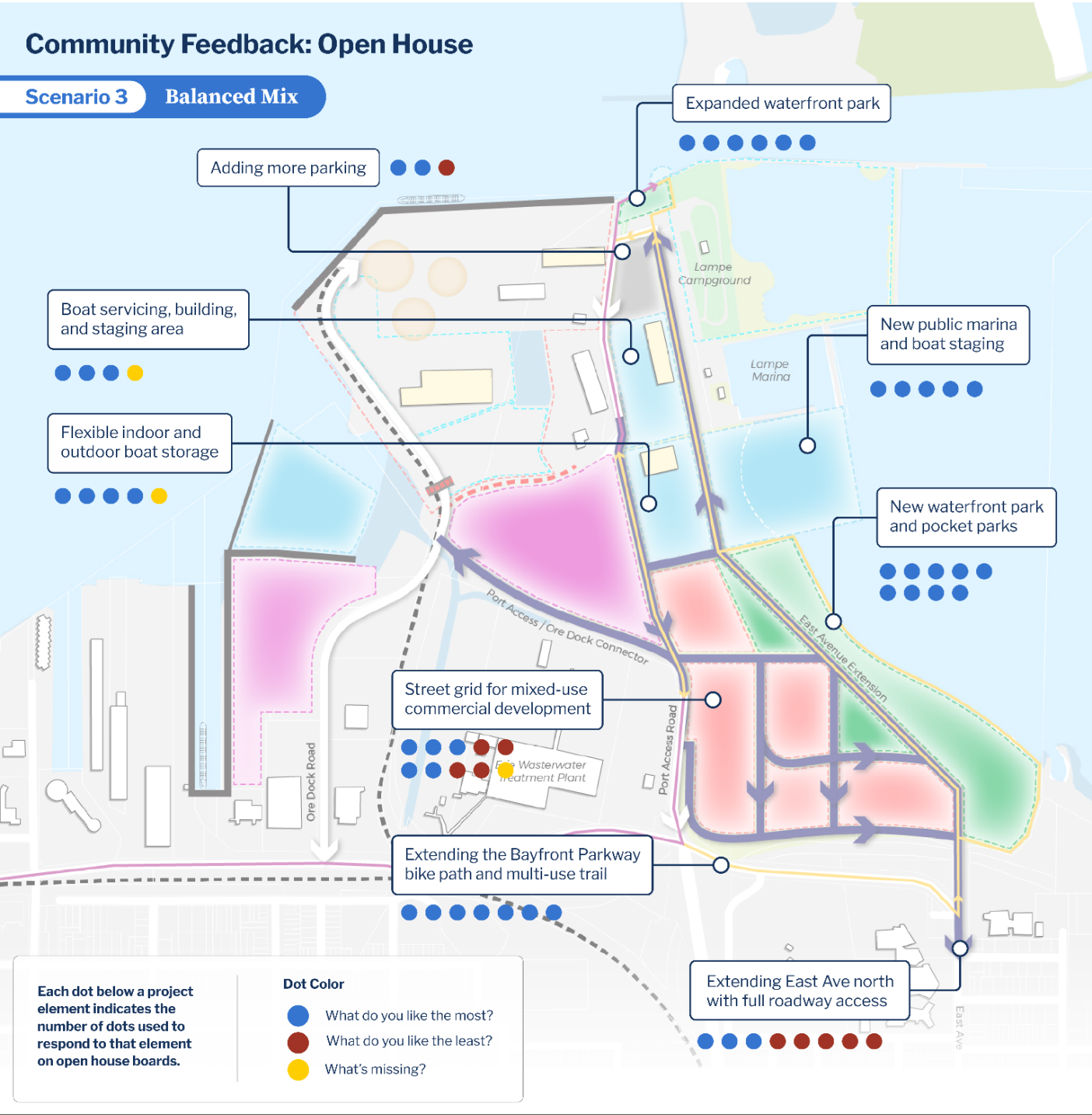


Figure 59: Scenario 3 - Community Feedback from the Open House

Former Erie Coke Site

FUTURE CONCEPTS OPEN HOUSE

Wednesday, October 8
4:00 - 6:00 PM
Erie-Western PA Port Authority
1 Holland Street

Drop in anytime between 4-6 PM to provide your feedback on concepts for the future of this waterfront property!

Former Erie Coke Site

Figure 60: Flyer for the Public Open House on the Reuse Scenarios

Imagining a Revitalized East Port Erie

Based on research, analysis, and public and stakeholder feedback, the Port has developed **three scenarios for future reinvestment** in the Former Erie Coke Site. Developing these scenarios and providing a conceptual framework for future remediation helps us **prepare for proper remediation and take advantage of funding opportunities** as they become available.

Presentation Boards

Review presentation boards from the community meeting!



Former Erie Coke Site today



Figure 61: Excerpt from the Online Survey

Advancing a Scenario for Conceptual Planning

After presenting the three scenarios to the public, the Port and planning team conducted an analysis of comments received. The analysis of engagement results highlighted several consistent priorities:

- **Expanded Waterfront Experience**
 - › Continued strong support for waterfront parks, pocket parks, and trail connectivity across the Site
 - › Positive response to extending the Bayfront Bikeway multi-use trail through the Site
 - › Interest in creating new public destinations along the shoreline that connect people to the water
 - › Consistent emphasis on the need for additional slips and an expanded marina
- **Balanced Land Use Mix**
 - › Support for combining recreation, economic activity, and working waterfront functions
 - › Recognition that long-term success requires both public access and revenue-generating uses
- **Economic and Mixed-Use Development**
 - › Interest in activating the Bayfront with year-round uses and new destinations
 - › Desire for development that complements rather than replaces Port identity
 - › Support for introducing mixed-use commercial (office and retail) development on the southern portion of the Site
- **Operational Efficiency**
 - › Acceptance of consolidated port operations positioned at the center of the Site
 - › Recognition of the need for industrial access along Ore Dock Road
- **Support for improved internal circulation and connectivity**

This feedback indicated that Scenario 3 provides a balanced approach to the development of the Site once it has been remediated.

Scenario 3 carries forward many of the goals identified across all scenarios through a coordinated mix of recreation, marina and port operations, industrial and mixed-use development, and robust connectivity:

- **Public Realm and Recreation**
 - › Creation of a new waterfront park and pocket parks throughout the Site
 - › Extension of the Bayfront Bikeway multi-use trail into new green spaces
 - › Expanded public shoreline access integrated with environmental remediation efforts
- **Mobility and Connectivity**
 - › Extension of East Avenue north into the Coke Site connecting to Port Access Road
 - › Internal street grid supporting mixed-use development on the southern portion of the Site
 - › Improved pedestrian and bicycle connectivity throughout the Bayfront
- **Port and Marine Operations**
 - › New port operations hub located near the center of the Site
 - › New marina and boat staging area
 - › Indoor and outdoor boat storage and flexible marine-support facilities
- **Economic Impact**
 - › New boat servicing building and staging area
 - › Mixed-use commercial district established on the southern portion of the Site
 - › Two industrial development sites with direct access to Ore Dock Road
 - › Additional parking supporting Lampe Campground, marina activity, and waterfront recreation
- **Land Use Allocation (Approximate)**
 - › Mixed-Use Development: 44 acres
 - › Industrial: 40 acres
 - › Recreation & Green Space: 30 acres
 - › Port & Operations: 24 acres
 - › Parking & Staging: 2 acres

While Scenario 3 is used to develop a conceptual plan to evaluate the potential redevelopment opportunities of the Site, there will continue to be further refinements guided by local market realities and community input in subsequent planning phases.

Chapter 6

Conceptual Planning Analysis



6. Conceptual Planning Analysis

This chapter breaks down the process by which the Scenario 3 Reuse Strategy was used to develop a detailed conceptual plan for the Site. A series of design frameworks were developed to demonstrate the various layers that build upon one another to create the conceptual plan. The ideas and concept shown in this chapter are not final. Rather, they are conceptual and meant to spark further conversation between the public, the Port, and other stakeholders.

Design Frameworks

The following diagrams shown in this chapter illustrate the different layers of the proposed concept plan, highlighting key design moves and how the Site connects to existing landmarks, bikeways, and planned future connections. The diagrams are intended to demonstrate the ways in which current conditions, previously planned improvements, and the ideas proposed in this plan build upon one another and culminate in the conceptual plan.



Figure 62: Existing Conditions Framework

EXISTING CONDITIONS

Existing assets that informed the design interventions include the Anthony Wayne Blockhouse, Veterans Memorial Cemetery, Amendola Memorial Park and Wallace Street Park to the south and southwest of the Site, and Tom McCarty Memorial Park and the Erie Land Lighthouse to the southeast. These civic, cultural, and recreational anchors helped shape the Site’s connections and open-space framework. In addition, the existing Bayfront Bikeway served as a critical bike connection, directly influencing the alignment of the proposed street network and shared-use paths illustrated in the subsequent diagrams.



Figure 63: Planned Interventions Framework

PLANNED INTERVENTIONS

In addition to existing assets, several key planned projects and interventions within the study area informed the design approach. These include the proposed water taxi stop north of the Site, the potential future location of the Three Forts of Presque Isle and Interpretive Center in the southwest, and the planned regional bike and pedestrian connections identified in the East Erie Active Transportation Plan. By incorporating these ongoing and future initiatives, the plan reinforces regional connectivity while maximizing the impact of public infrastructure already underway.

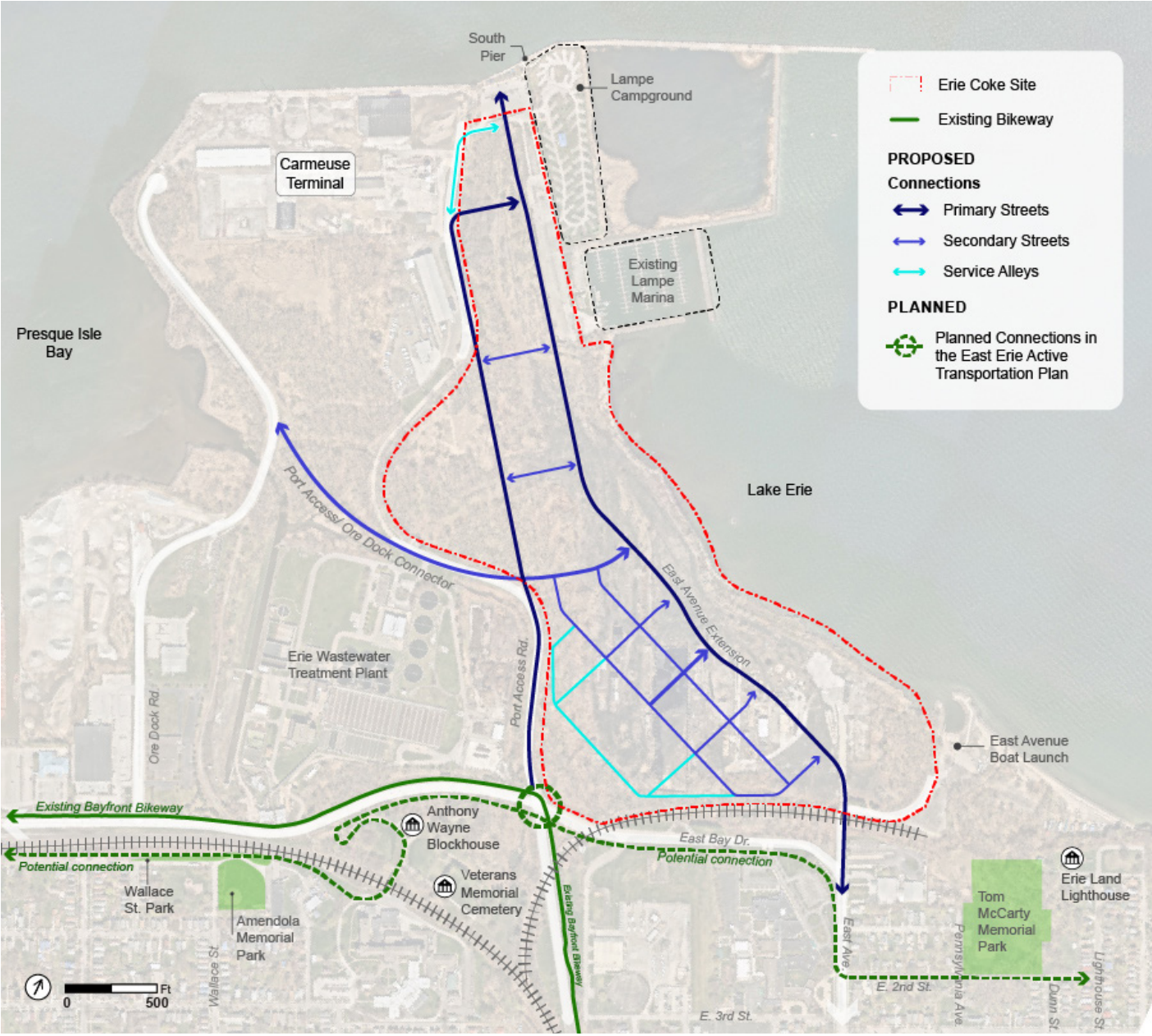


Figure 64: Street Network Framework

STREET NETWORK

The proposed street network builds on existing connections, including East Ave, Port Access Rd, and Ore Dock Rd. The extended East Ave serves as the primary north-south street and acts as the main spine, linking East Erie neighborhoods directly to the waterfront, marina, Lampe Campground, and South Pier. Straightening Port Access Rd strengthens connections to the north and is intended to support port-related activity. Secondary streets branch from both spines to serve proposed development areas, creating smaller, walkable blocks in the southern portion of the Site and larger blocks to the north. The Port Access/ Ore Dock Rd connector improves direct access to Ore Dock Rd and the port terminal on the west side of the Site from the Bayfront Parkway and the Site.

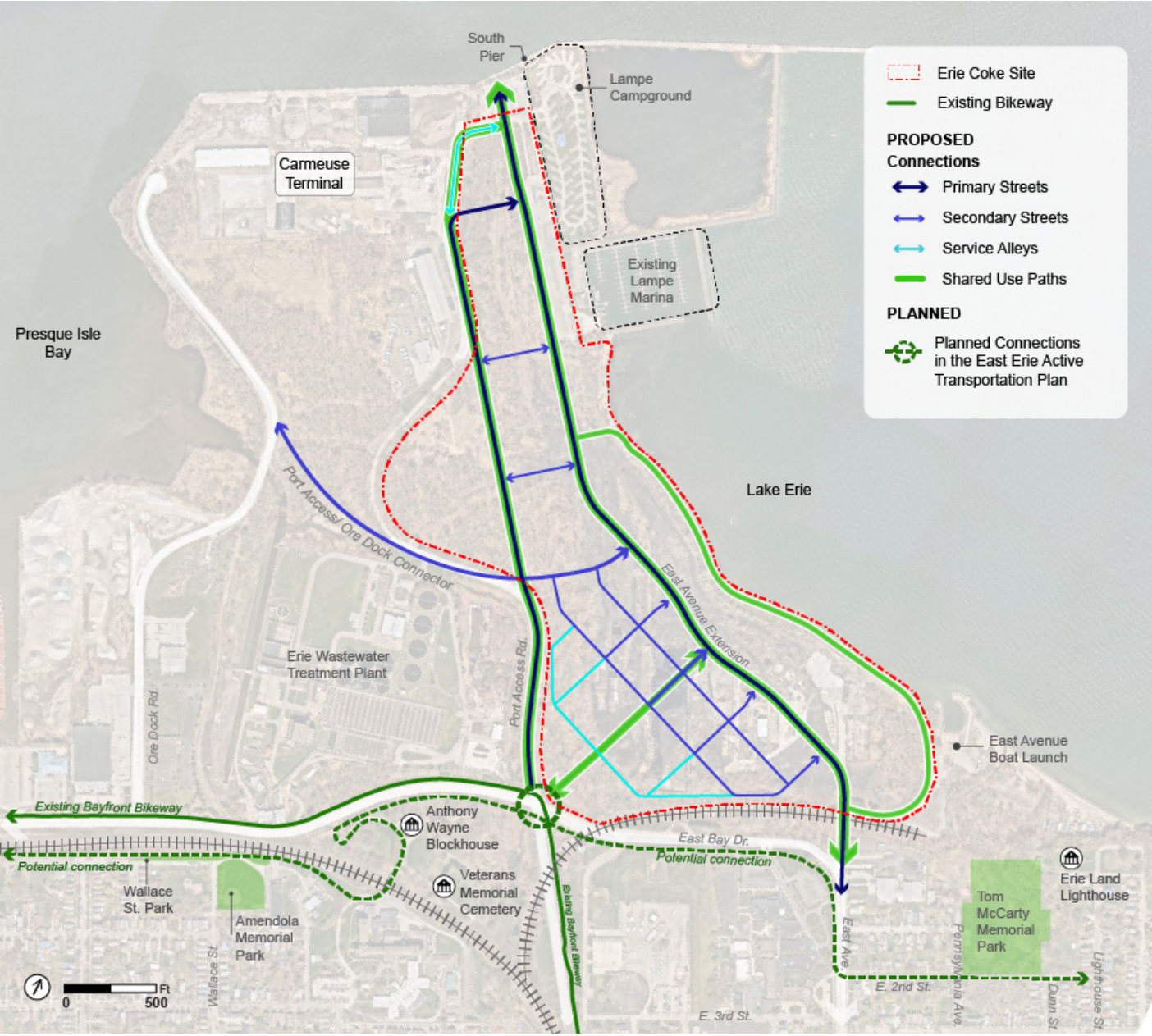


Figure 65: Green Connections Framework

GREEN CONNECTIONS

The proposed shared-use path network builds on the proposed street system to strengthen pedestrian and bike connections across the Site and the broader region, supporting everyday mobility while also elevating the waterfront experience and arrival into the Site. This new green network is designed to form a tree-lined continuous loop that ties into the existing Bayfront Bikeway and planned future connections. A key connection links the proposed roundabout at East Bay Dr and Port Access Rd directly to the waterfront, creating a strong visual and physical gateway into the Site. Along the eastern edge, the network follows the shoreline, providing scenic routes with views of the lake.

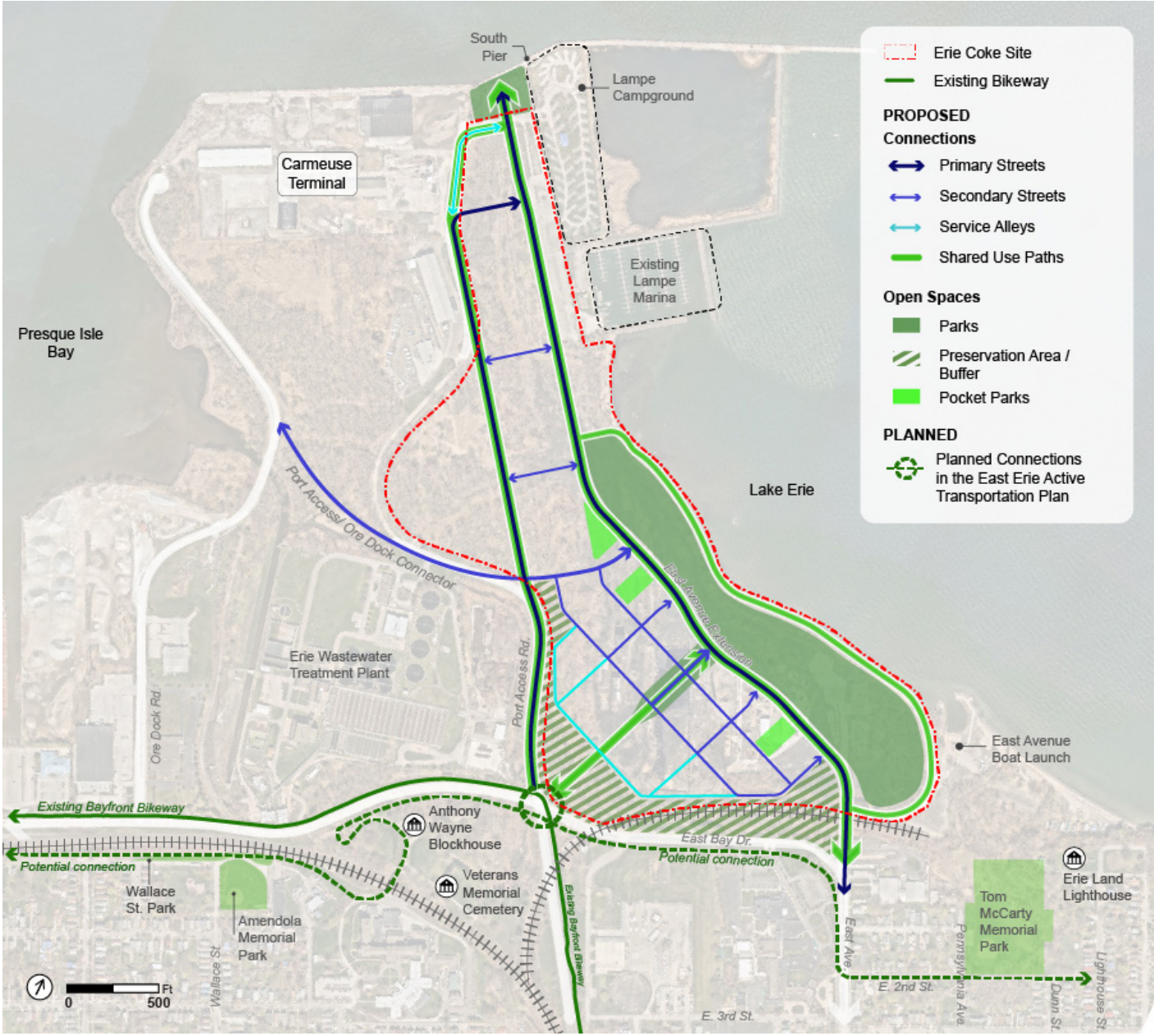


Figure 66: Open Space Framework

OPEN SPACES

A large waterfront park is proposed to provide continuous public access to the lake while protecting and preserving the shoreline. A linear green space runs through the center of the Site, creating a green vista and a strong arrival experience for cyclists entering the proposed grid from the Bayfront Bikeway. This central green also breaks up the street network, adding variety and visual relief. Existing wooded areas in the southwest portion of the Site are preserved to serve as a buffer between new development and nearby industrial uses. Smaller pocket parks are distributed within development blocks to provide additional outdoor spaces.

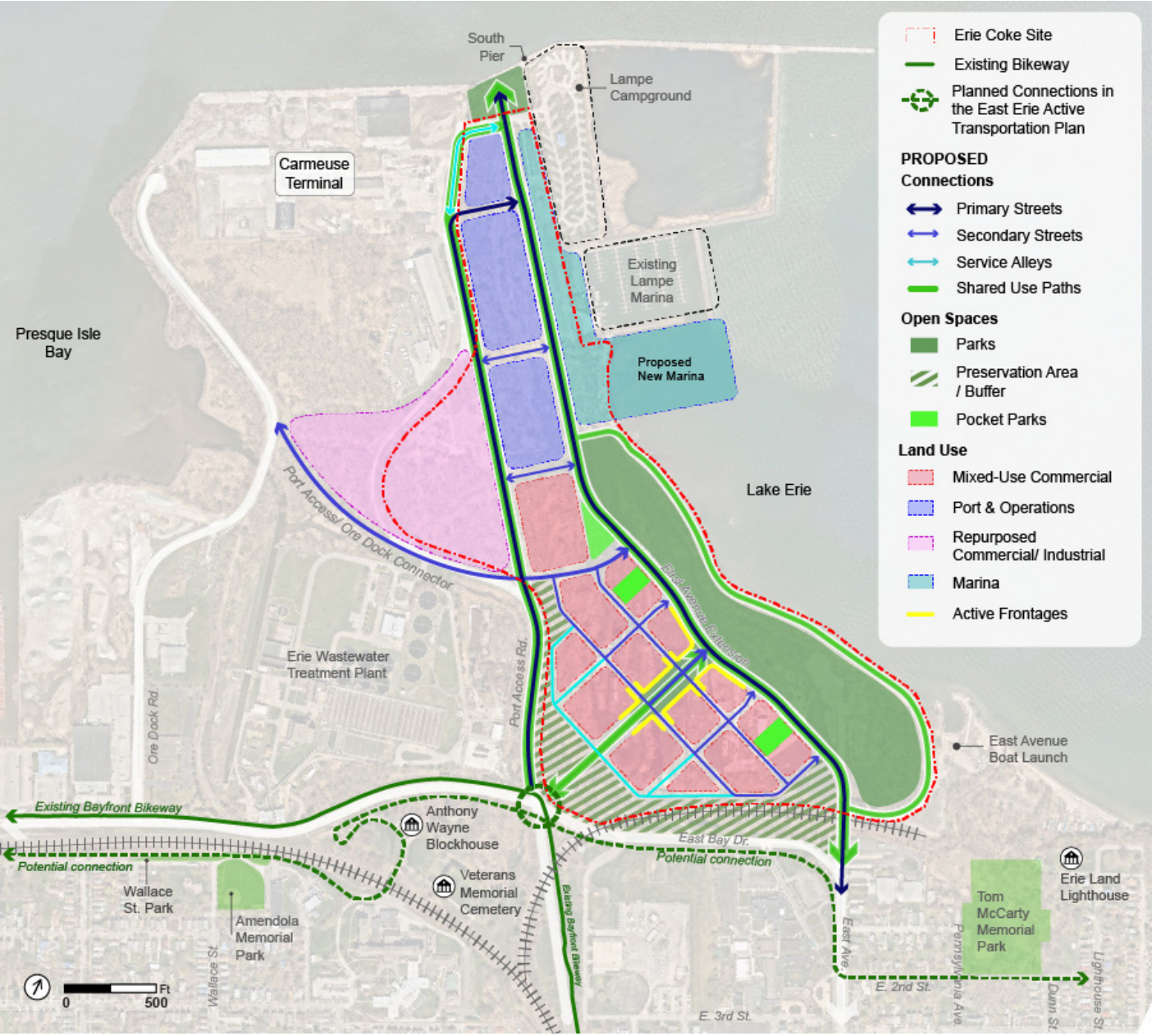


Figure 67: Land Use Framework

LAND USE

Land use is shaped by the proposed circulation and open space network, organizing the Site to efficiently balance public recreation, commercial activity, and marine operations. Marine operations are concentrated toward the northern portion of the Site, maintaining space for essential activities and parking for the new marina. Mixed-use office and commercial development is focused on the southern portion of the Site, closer to existing neighborhoods, creating active frontages along the proposed central park and the waterfront to encourage a lively public realm. Repurposed commercial and industrial areas provide flexible space for industrial activities in the northwest portion of the Site.

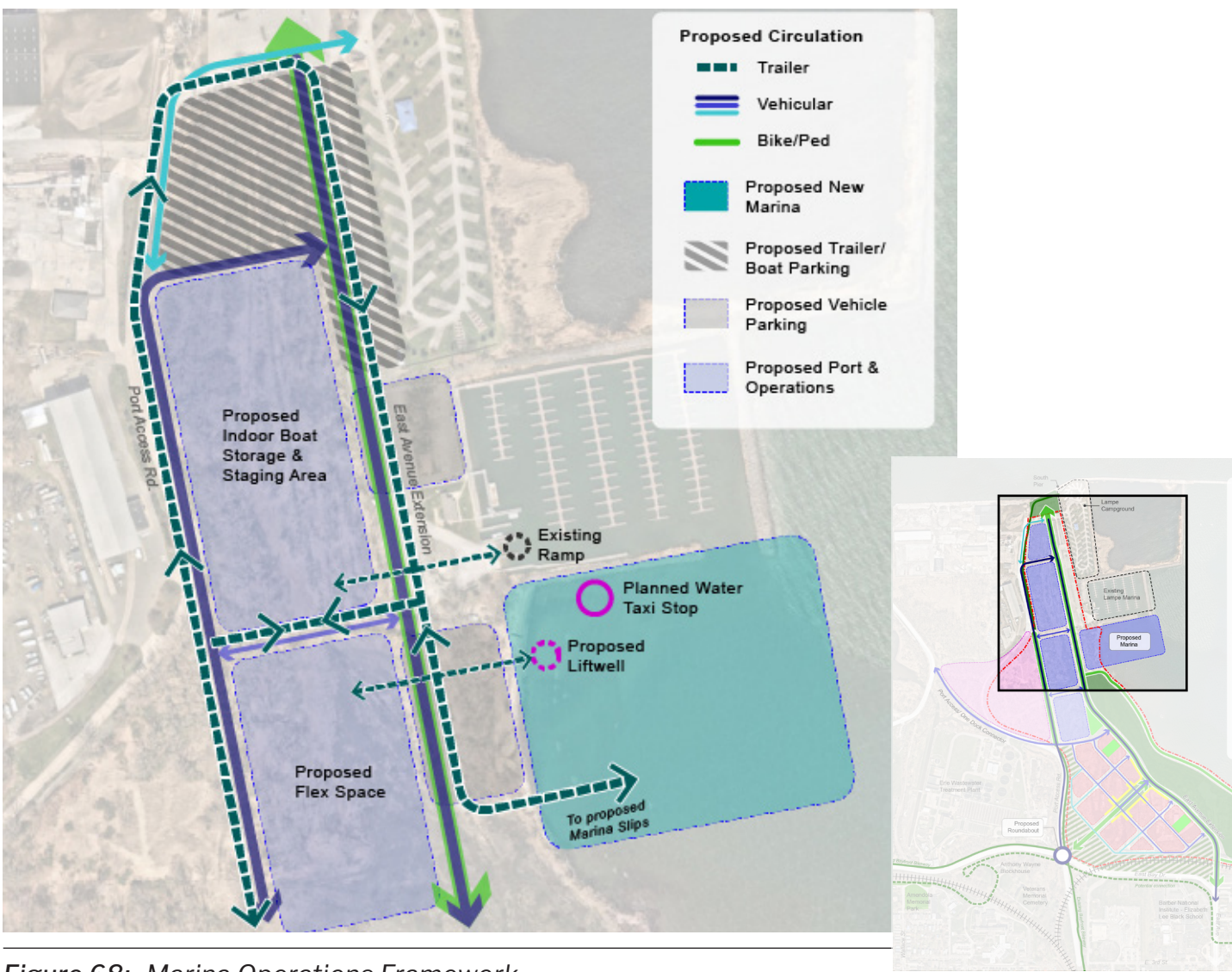


Figure 68: Marina Operations Framework

MARINA OPERATIONS

The concept plan organizes port operations along the East Avenue extension, allowing boats, trailers, and service vehicles to move easily between the marinas and port operation uses. Within this portion of the Site, areas are set aside for indoor boat storage, staging, and flexible marine related uses to support day-to-day operations. Trailer and boat parking spots are provided directly next to the existing and proposed marinas, with overflow space provided at the northern end of the Site. Trailer movement is organized as a two-way circulation loop that begins in the south with visitors traveling north through the Site and around the blocks in the north before turning southward toward the proposed marina. The new marina and liftwell would be located along the waterfront, with direct connections to adjacent marine operation blocks. Pedestrian and bike paths are kept separate from heavy operational zones and retain dedicated space traveling northward through the area. A large flex zone is provided for overflow boat storage or seasonal events.

Concept Plan

The preceding diagrams culminate in the conceptual plan for the Site shown in Figure 69. The plan envisions the Site as a comprehensive recreational waterfront that builds on existing success of the Lampe Marina and Campground while establishing a marquee waterfront park on the lakefront that connects East Erie to the water with a series of trails and piers. Continuing the Site’s long history as a job creator, a mixed-use district and additional light industrial sites are envisioned to respond to future market scenarios, attract innovative businesses, and provide long-term revenue generating opportunities for the city. Circulation into and around the Site is streamlined and expanded to support internal navigation: Port Access Road is straightened as it travels northwards, East Avenue is extended into the Site, and an internal street grid is laid out to service each of the proposed areas. A connector road is created that connects Port Access Road to Ore Dock Road, which creates an area that can accommodate additional maritime or industrial businesses. The new roads are complemented by a continuous multi-use trail network with dedicated bike paths and wide sidewalks across the Site that extend the Bayfront Bikeway through the center of the mixed-use district, connecting people from across the waterfront and surrounding neighborhoods to the water. Development parcels are arranged to balance employment, port functions, and recreational uses, with a street grid across the mixed-use district designed to support walkability. Parking is located behind buildings at the edge of the district or within structured facilities to avoid auto-oriented street frontages and reinforce pedestrian friendly streets. Some pull in parking is provided along East Avenue to support “cruising the waterfront.” The following sections detail the various elements proposed in the conceptual plan.

PUBLIC ACCESS & OPEN SPACE

The concept plan envisions a marquee, waterfront park that expands the public’s connection to Lake Erie through an 18-acre natural landscape for passive recreation. Visitors can access the park on foot or by bike by taking the Bayfront Bikeway through the heart of the mixed-use district, entering at the intersection of Port Access Road and East Bay Drive using the dedicated tree-lined cycle- and pedestrian paths to travel past a series of central green spaces framed by the proposed development and into the Waterfront Park. These central green parks provide a balance between active and passive green spaces, where visitors and workers can find respite under trees or play games with friends and family. These central green parks lead visitors to the Waterfront Park, where people can experience a more natural environment abutting the water, enjoy a more pensive and environmental experience or continue to walk and bike around the Site using the dual ring loop of dedicated paths for bicyclists and pedestrians to circumvent the entire district seamlessly. The bike and pedestrian paths all connect, allowing for a seamless multimodal experience around the area and connecting to the rest of the Bayfront thanks to renewed connections to the Bayfront Bikeway.

Visitors can interact with the water through a series of piers that jut into the lake, providing space for



Figure 69: Conceptual Plan for the Former Erie Coke Site

people to fish, walk, or otherwise enjoy Lake Erie. Most of the piers serve as extensions of the ring loop paths, while the pier located at the heart of the park is envisioned as a larger pier boardwalk that can be programmed for seasonal events in addition to regular fishing, bay watching, and other typical uses. The central green and avenues direct people toward this central pier, which serves as the “last stop” for visitors taking the Bayfront Bikeway all the way through the Site.

In addition to the Waterfront Park and central green parks, the mixed-use district contains a series of pocket parks totaling just over one and a half acres or ~68,000 square feet. These pocket parks allow the central green to bleed into the district, creating a more connected and naturalized experience. In addition to these pocket parks, four of the buildings that line the central green parks would include green roofs accessible to the public, providing additional green space and elevated views of the east waterfront park and lake.

South Pier Park is also envisioned to grow to about 30,000 square feet (.7 acres), providing a more expansive green space for travelers taking the Bayfront Bikeway to rest and recover, and fishers and other park patrons with a greener view of the Presque Isle Passage and the working waterfront. A new comfort station would be built to support the expanded park adjacent to a reconfigured parking lot. While Lampe Campground is not impacted by the concept plan, the modified circulation and roadway plan envisions an enhanced access route from Port Access Road, where Port Access Road curves eastward toward the Campground. The roadway would have 15 foot long pull over parking for RVs and cars towing trailers to use as they enter and exit the campground.

Lastly, two naturalized green spaces totaling 12 acres / 520,000 square feet would encircle the southwestern edge of the Site and frame the shared use path entering the district, providing a green buffer between the district and nearby wastewater treatment plant and traffic along Port Access Road and the Bayfront Parkway. These green spaces would not be publicly traversable but serve as a natural barrier and landscape.

MARINE RECREATION & EWPPA OPERATIONS

The plan envisions an expanded marina that almost doubles the number of slips available and provides additional boat storage space with an Indoor Boat Storage Building and additional outdoor boat storage. The expanded marina would bring an additional 76 slips that could support vessels between 30’ and 60’ long. The marina would include an additional liftwell to transport boats out of the water and to the proposed indoor boat storage, port maintenance area, or to outdoor storage spaces. A refreshed comfort station would replace the existing offices and restrooms at the marina. Additional car and trailer parking would be provided in a new lot adjacent to the new marina, complementing the reconfigured car and trailer parking north of the current marina.



Figure 70: Public Access & Open Space proposed in the Concept Plan

The parcels across East Avenue would be home to an Indoor Boat Storage building, a new operations and maintenance facility, and an outdoor flex space. The Indoor Boat Storage Building would be able to house an estimated 154 indoor dry spots, and the surrounding land within the block could serve as outdoor storage of a similar capacity to the current outdoor boat storage provided at Liberty Park. A marina operations and maintenance facility would be co-located with the indoor boat storage building, providing marine services and supporting EWPPA activities at the new marina. A seasonal flex space is envisioned just south of the new indoor boat storage and across from the new marina. This space would be a cleared site that could serve as a staging area for seasonal events such as festivals, fishing competitions, and other community gatherings. During off seasons, the flex space could serve as overflow boat storage. The goal of this space is to provide EWPPA and Erie with flexible, multipurpose areas adjacent to the water that can support seasonal events and operations. Collectively, these improvements would support an expanded recreational marina, enhancing existing operations and providing additional programmatic opportunities in East Erie.

MIXED-USE DISTRICT & INDUSTRIAL SITES

The mixed-use district envisions a new area of the city focused on a mix of office, light-industrial, and supportive retail uses that provides Class A office space and additional revenue generating uses on the Site. This district would be focused on bringing productive uses that create jobs for Erie residents and builds on the Site’s history as an economic engine through more environmentally neutral business activities. This district would have a distinct character focused on job creating uses, such as office and industrial businesses. This district would not be a regional tourist destination like Dobbins Landing; it would be more akin to an extension of Downtown Erie with businesses and supporting uses.

As discussed in the Public Access and Open Space description, the mixed-use district would be anchored by a central park flanked by two multi-modal avenues with wide sidewalks and a dedicated cycle track. This central avenue bisects the district and welcomes pedestrians and cyclists from the Bayfront Bikeway into the Site through the tree-lined route, connecting to the Waterfront Park and trail. Visitors taking this path would pass through a series of buildings that frame the central green, creating an outdoor living room where visitors and workers in the nearby buildings can relax outdoors. The buildings that line the central green would have upper floor setbacks that peel away to create active rooftops on their 2nd and 3rd floors, where visitors and workers could enjoy rooftop gardens that bring some of the greenery into the urban fabric. The district would be encircled by the Waterfront Park to the North and the green forested buffer space to the south. The blocks fronting East Avenue include small pocket parks that bring greenery into the district and provide additional passive recreation spaces for visitors and district workers alike.

Public comments on a mixed-use district varied, and the overall sentiment revealed that the community would be comfortable with some development that did not feel imposing or oversupplied. Based

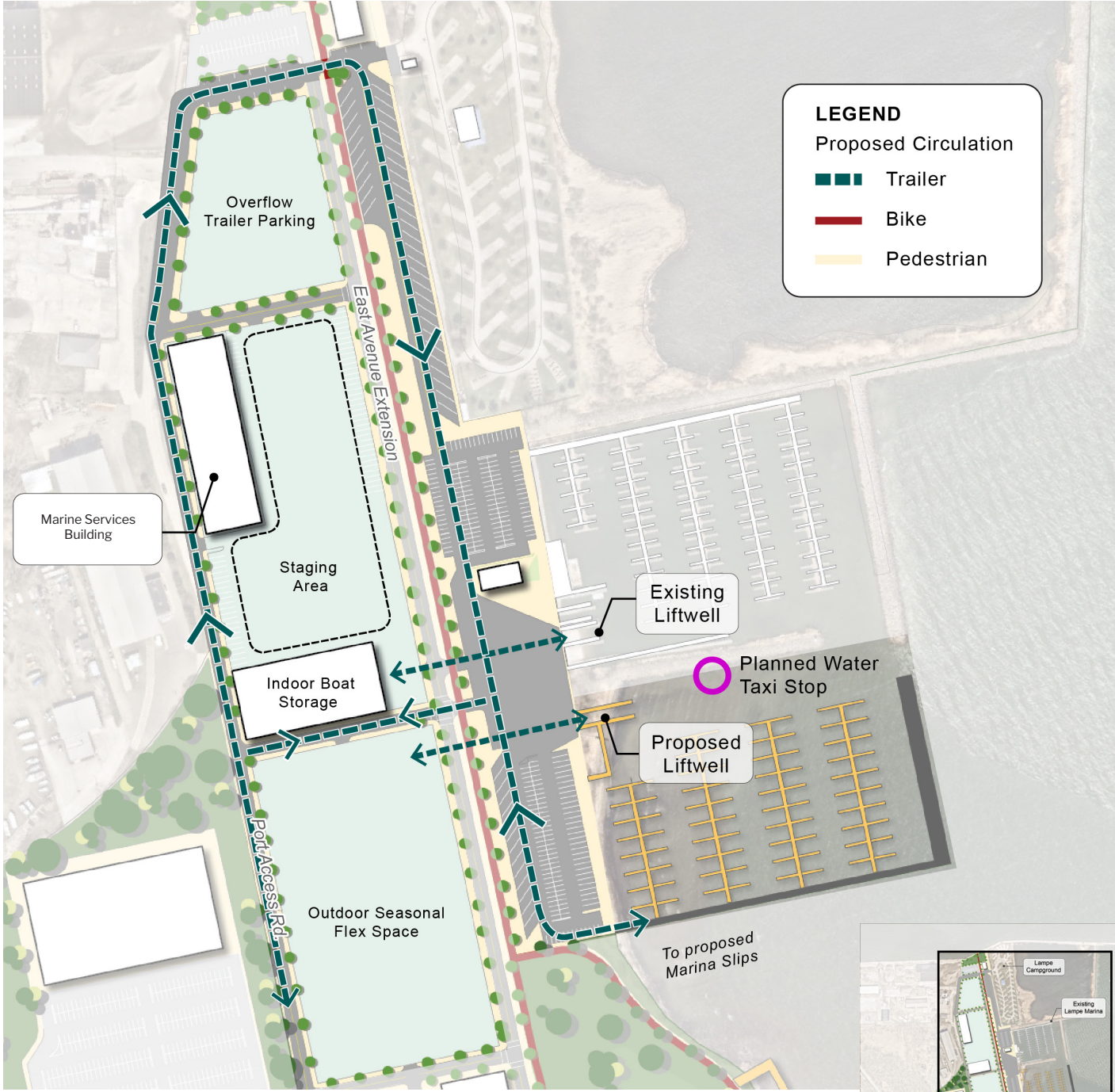


Figure 71: Proposed Marine Recreation & EWPPA Operations

on this feedback, the buildings in the district are envisioned to have a maximum of three stories with the tallest building being 44’ tall. The buildings in this district are envisioned to service the sectors identified as up and coming in the market analysis such as professional, scientific, and technical services as well as other technology and research and development businesses. Parking for these buildings would be consolidated into two garages tucked into the three-story buildings at the center of the district and shared across the many surface lots nearby. As highlighted in the land use framework diagram, these buildings fronting the central green and the waterfront park at the center of the district would have active ground floors with retail or food and beverage providers that serve the workers, visitors, and the public at large. The plan envisions an activated waterfront-focused community space where residents, visitors and employees can enjoy lakefront access while supporting local businesses located in the mixed-use district.

The blocks at the south of the district are envisioned as standard office and light-industrial buildings which is indicated by the larger building footprints and associated parking lots. These buildings could support current industries that support Erie’s economy such as construction, light manufacturing, and wholesale trade.

As is the case with the entire conceptual Master Plan, the mixed-use district could be implemented in phases or in a modular capacity. The planning horizon is long, and the areas of the Site may be ready before others, or the market may move faster or slow down. The concept plan provides a series of improvements that can be implemented on their own given market conditions and available; however, even if different elements of the plan come online separately, they would all work in tandem to create a complete experience when fully realized.

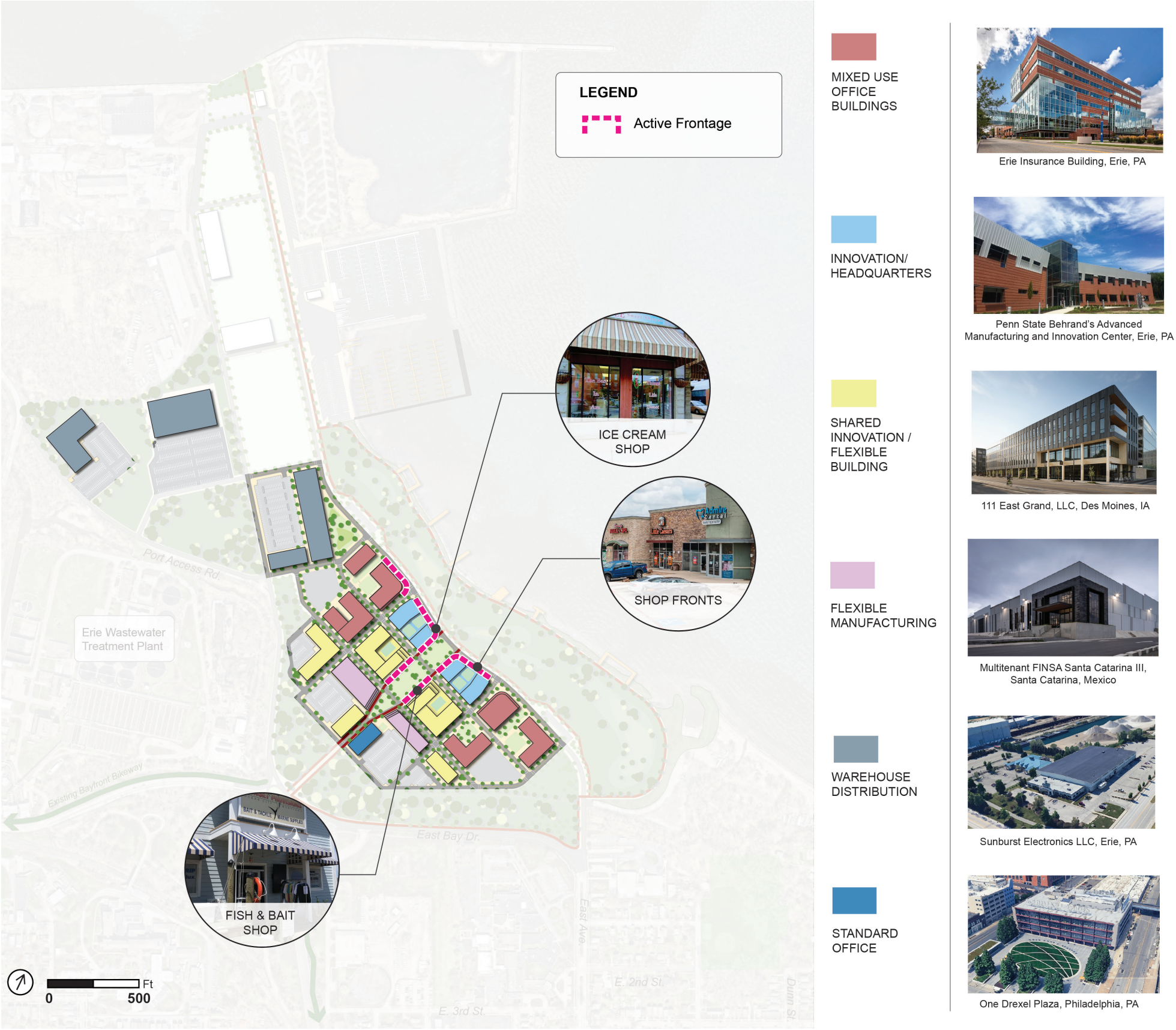


Figure 72: Mixed-Use District and Industrial Sites - Conceptual Building Typologies and Local-Serving Retailers

Estimated Development and Green Space

The concept plan, if fully built out, could provide a significant amount of public green space and revenue generating square footage for the city. Table 7 provides an estimate of the acreage and square footage of each of the plan’s elements, specifically the proposed buildings within the districts and green spaces.

Table 7. Estimated Size of Conceptual Plan Elements

	Acres	Square Feet
Total	73.75	3,212,674
Lampe District	7.92	345,104
Indoor Boat Storage	1.90	82,725.00
Port Operations and Maintenance Building	0.91	39,765.00
Marina Comfort Station	0.07	3,215.00
South Pier Comfort Station	0.10	4,290.00
Seasonal Flex Space	4.94	215,109
Industrial Zones	8.56	372,891
Mixed-Use District	23.18	1,009,709
Parks, Piers, and Open Space	34.09	1,484,970
Waterfront Park	18.75	816,606
South Pier Park Expansion	0.69	30,140
"Pocket" Parks	1.57	68,378
Green Roofs	0.64	27,945
Piers	0.52	22,481
Green Buffer Zones	11.92	519,420

CONCEPTUAL SECTION

A conceptual section was developed to imagine the experience contained within the Waterfront Park, as shown in Figure 74. While most of the park would be dedicated to passive recreational activities (i.e., walking, bird watching, picnicking, fishing, etc.), there is an opportunity to provide some programming within select tranches of the park that offer elements such as a playground for children, benches for park visitors, and lighting. These types of improvements could be provided in select locations or within a specific section of the park to diversify the visitors’ experience. As indicated in Figure 73, the section cut is taken from the edge of the mixed-use district along the East Avenue Extension and continues eastward across the park, ending at one of the piers where people can step onto the lake or use the pier to fish.



Figure 73: Section Cut of the Conceptual Plan for the Conceptual Section



Figure 74: Conceptual Section of the southern Waterfront Park from the edge of East Avenue to a proposed Pier

Chapter 7

Design Implementation Plan



7. Design Implementation Plan

Test Fit Scenario Analysis

Two test-fit scenarios were developed to evaluate potential office and industrial “innovation space” build-out at the Site relative to forecasted market demand for the broader Erie region. Each test fit is measured against long-term market projections through 2045, which estimate that the Erie real estate market will add between 1.4 and 1.7 million square feet of office space and between 3.4 and 5.2 million square feet of industrial space. These projections are based on historic growth trends, but they are presented as ranges to reflect uncertainty in future economic conditions, migration patterns, and investment behavior. As a result, the test fits are not intended as fixed outcomes, but rather as planning tools that illustrate how different levels of development could align with a range of possible market trajectories. Table 8 details the two different test fit concepts and their potential market impact.

Table 8. Test Fit Sizing and Market Absorption of the Concept Plan

		Low 2045 Market Capacity (sq. ft.)	High 2045 Market Capacity (sq. ft.)	Test Fit	
				Development (sq. ft.)	Share of Growth
Test Fit A	Office	1,111,932	1,712,335	1,009,709	59 - 91%
	Industrial	3,399,424	5,246,049	372,891	7 -11%
Test Fit B	Office	1,111,932	1,712,335	542,054	32 - 49%
	Industrial	3,399,424	5,246,049	231,270	4-7%



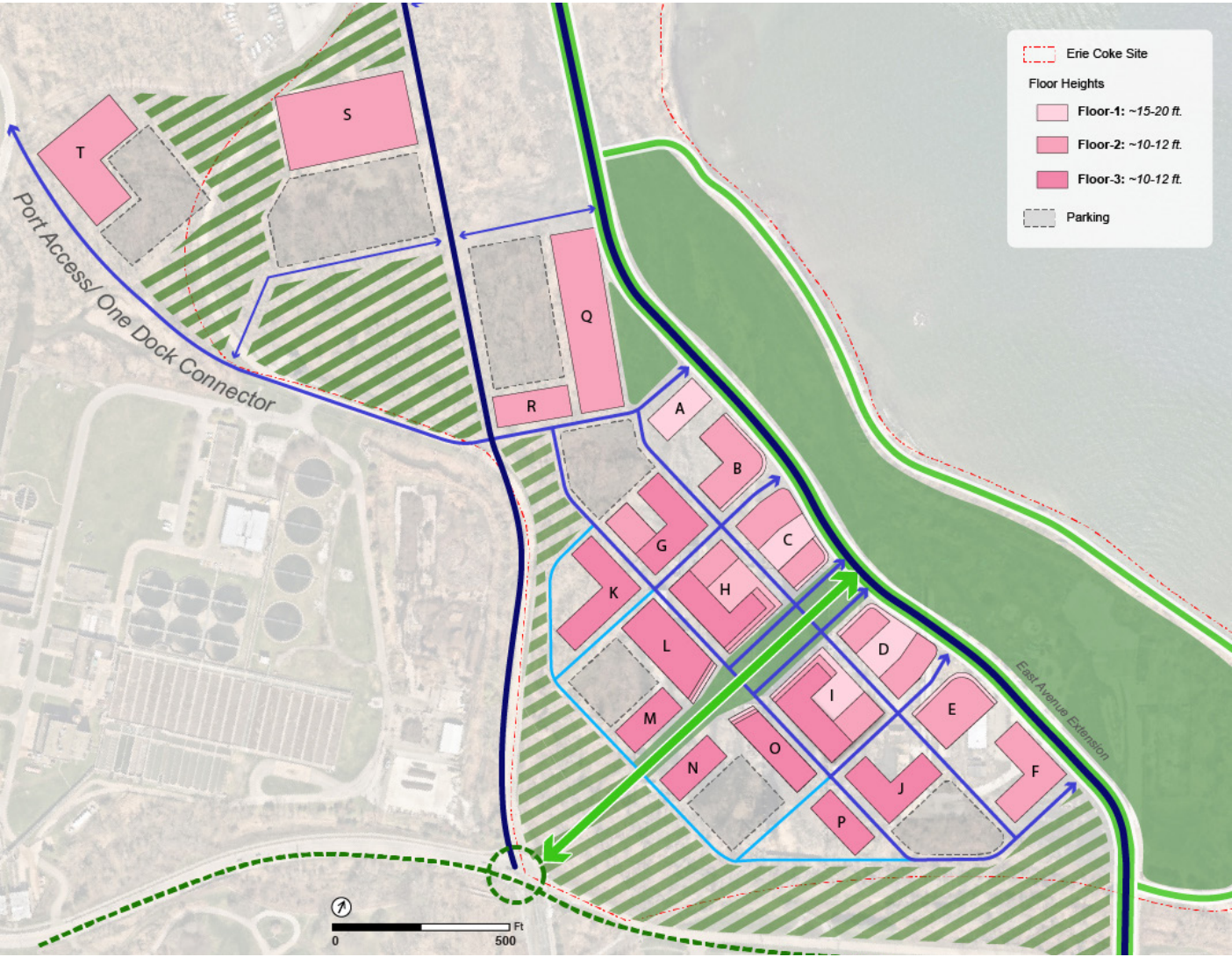


Figure 75: Test Fit A - Full Build Scenario

TEST FIT A

Test Fit A represents the most aggressive build-out scenario for the Site, proposing approximately 1.0 million square feet of new office space and 370,000 square feet of industrial space. Under this scenario, the Site would capture between 59 and 91 percent of projected regional office market demand by 2045. While this represents a substantial share of total growth, Erie’s office market has historically been shaped by a small number of individual developments, with limited new construction occurring over the past several decades. In this context, it is feasible that Test Fit A would not oversaturate the market, particularly given that it would represent one of the few Class A office developments in the region and would address a documented gap in higher-quality office supply.

Table 9. Test Fit A Estimated Development Yield

Building	Type of Building	Land Use	Total Height (FT)	Total GSF
Bldg A	Mixed-Use Office	Office	15	13,553
Bldg B	Mixed-Use Office	Office	27	52,225
Bldg C	Innovation/Headquarters	Office	27	60,932
Bldg D	Innovation/Headquarters	Office	27	59,602
Bldg E	Mixed-Use Office	Office	27	49,983
Bldg F	Mixed-Use Office	Office	27	51,730
Bldg G	Mixed-Use Office	Office	39	102,400
Bldg H	Shared Innovation/Flexible Building	Office	44	87,394
Bldg I	Shared Innovation/Flexible Building	Office	44	98,210
Bldg J	Mixed-Use Office	Office	35	72,035
Bldg K	Shared Innovation/Flexible Building	Office	44	84,434
Bldg L	Flexible Manufacturing	Office	44	94,196
Bldg M	Flexible Manufacturing	Office	44	43,175
Bldg N	Shared Innovation/Flexible Building	Office	44	43,175
Bldg O	Shared Innovation/Flexible Building	Office	44	56,348
Bldg P	Standard Office	Office	39	40,317
Bldg Q	Shared Innovation/Flexible Building	Industrial	39	87,984
Bldg R	Standard Office	Industrial	39	53,637
Bldg S	Warehouse Distribution	Industrial	35	140,035
Bldg T	Warehouse Distribution	Industrial	35	91,235

Total Industrial Square Feet	372,891
Total Office Square Feet	1,009,709
Total Square Feet	1,382,600

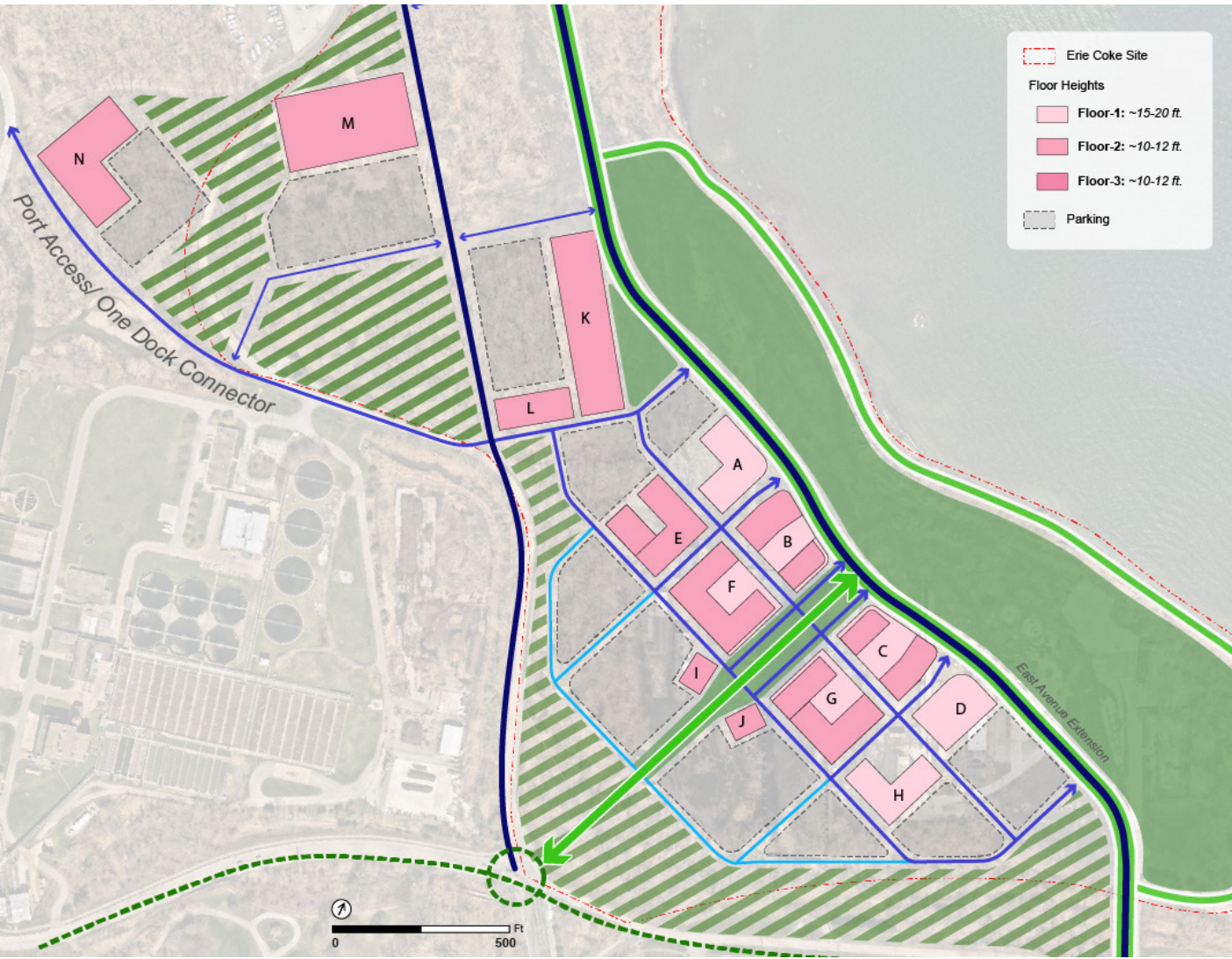


Figure 76: Test Fit B - Full Build Scenario

TEST FIT B

Test Fit B represents a more modest medium-term build-out scenario for the Site that would come online in 2045, assuming approximately 540,000 square feet of new office space and approximately 230,000 square feet of industrial space. By 2045, the entire Erie, PA real estate market is expected to add between 1.1 and 1.7 million rentable buildable area (RBA) of office space and between 3.4 M and 5.2 million RBA of industrial space. It is likely Test Fit B would not oversaturate the market, considering this would be the one of the limited Class-A office space developments in the region and would at maximum be 48.7% of market development in the region.

Table 10. Test Fit B Estimated Development Yield

Building	Type of Building	Land Use	Total Height (FT)	Total GSF
Bldg A	Mixed-Use Office	Office	15	27,905
Bldg B	Innovation/Headquarters	Office	20	37,329
Bldg C	Innovation/Headquarters	Office	20	37,191
Bldg D	Mixed-Use Office	Office	15	26,511
Bldg E	Mixed-Use Office	Office	27	67,200
Bldg F	Shared Innovation/Flexible Building	Office	32	64,594
Bldg G	Shared Innovation/Flexible Building	Office	32	65,421
Bldg H	Mixed-Use Office	Office	25	48,025
Bldg I	Flexible Manufacturing	Office	32	28,786
Bldg J	Shared Innovation/Flexible Building	Office	32	28,786
Bldg K	Shared Innovation/Flexible Building	Office	27	74,547
Bldg L	Standard Office	Office	27	35,759
Bldg M	Warehouse Distribution	Industrial	35	140,035
Bldg N	Warehouse Distribution	Industrial	35	91,235

Total Industrial Square Feet	231,270
Total Office Square Feet	542,054
Total Square Feet	773,324

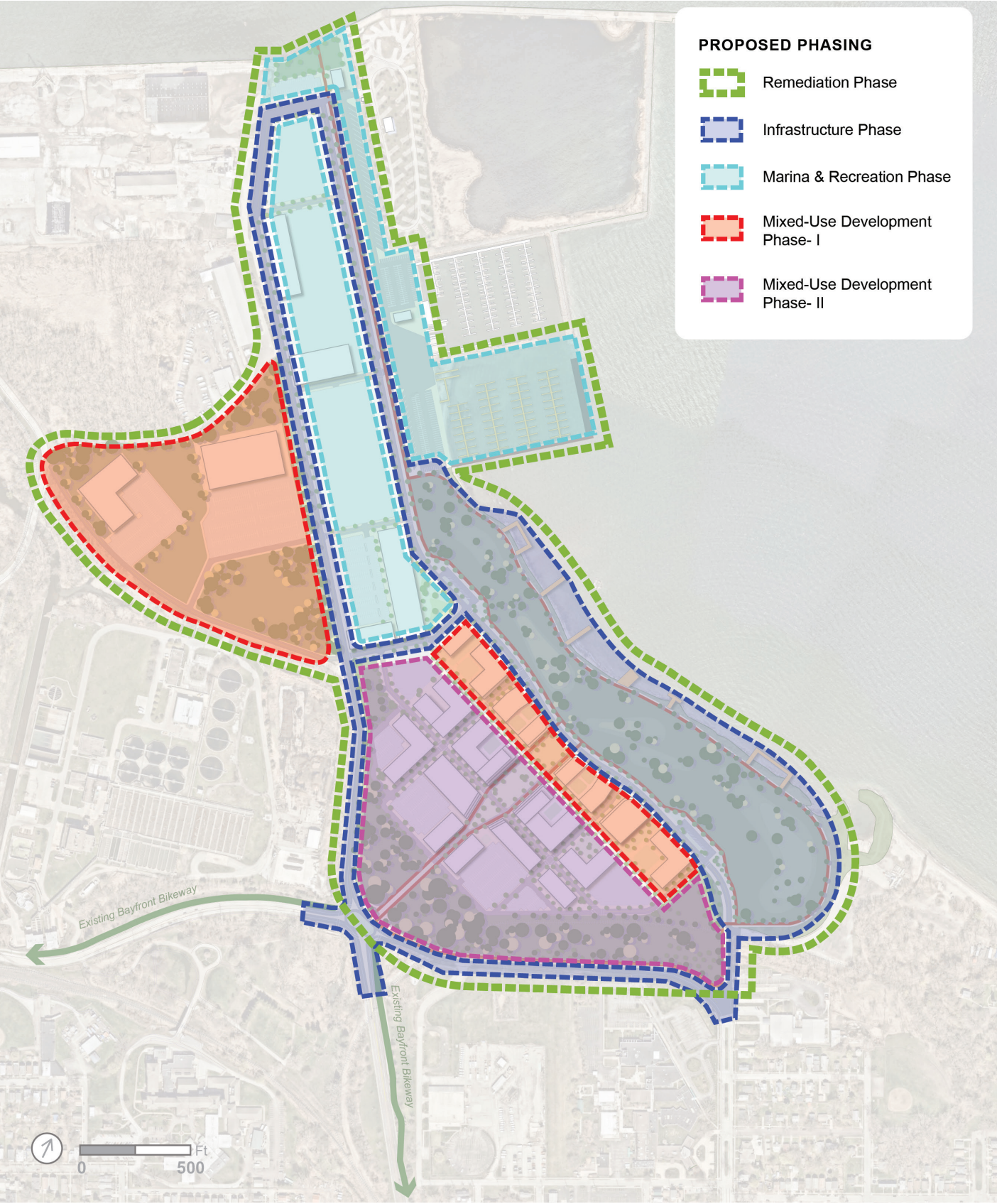


Figure 77: Phasing Plan

Phasing Strategy

Figure 77 illustrates how the Site can be developed gradually and over time, beginning with areas that establish core infrastructure and have the strongest connections to surrounding assets. This allows the Site to grow in response to market demand while remaining operational at every stage.

REMEDIATION PHASE

The Remediation Phase would encompass the first phase of work. EWPPA and project partners would identify areas of the Site to be remediated in phases, which would allow the other phases to take place. Remediation could be tackled in tandem with the infrastructure phase, building out the infrastructure as portions of the Site are remediated, setting the stage for flexible implementation of the remaining phases.

INFRASTRUCTURE PHASE

The Infrastructure Phase would be focused on establishing access and essential infrastructure for the Site, including the East Ave extension and the waterfront park. Based on community feedback, the waterfront park is envisioned to be one of the first elements completed when the Site implementation ready. The waterfront park would be considered key infrastructure in the revitalization of the Site, and underscore how responding to community desires is critical to this plan and future phases of the Site’s redevelopment. This phase sets the foundation for future development by defining the primary street network, extending shared use paths, and creating open space that will guide subsequent phases. These infrastructure investments set the stage for all other phases, which could be advanced in any order or in sub-phases.

MARINA & RECREATION PHASE

The Marina & Recreation Phase expands Lampe Marina, creating a new marina and completing the remaining expansions of the bikeway and new waterfront park on the northern tip of the Site. The new marina would have approximately 76 slips that could accommodate larger boats as well as adding additional parking for visitors. The indoor boat storage building and new marine services building would be constructed, and an outdoor flex space would be maintained to support seasonal events or provide excess outdoor boat storage. Additionally, the northern waterfront park at the north of the Site would be expanded to support public viewing of the working waterfront and complete the destination for users of the Bayfront Bikeway. This phase reinforces the Site’s maritime identity, completes the public park expansions, and establishes further momentum for future development.

MIXED-USE DEVELOPMENT PHASE I

Mixed-Use Development Phase I would establish the edge of the mixed-use district fronting the park, bringing online marquee office buildings with ground-floor retail that supports waterfront recreation

activities. It also incorporates the redevelopment of industrial parcels along the western portion of the Site opposite Port Access Road. This phase would include the creation of pocket parks within the blocks of the district and additional bike and pedestrian connections across the Site.

MIXED-USE DEVELOPMENT PHASE II

Mixed-Use Development Phase II would include the remainder of the development sites identified in the plan and laying out the remainder of the proposed street grid, completing the transformation of the Site. This phase could come online block by block or in sub-phases, depending on the market conditions and private partners. Once completed, the district would be filled with additional commercial and light industrial buildings, expanding the tax base and realizing the proposed concept plan vision.

The phasing strategy of the proposed plan provides a clear, flexible strategy to realize the plan over time. It is important to note the elements identified in this plan will be preceded by site clearance and the removal of structure and buildings that remain of the former Coke Factory. Comprehensive removal of these structures would enable a more streamlined remediation and redevelopment process. While site preparation and remediation must precede the other phases, EWPPA may explore ways to conduct remediation activities in such a way that allows for parallel implementation of the plan elements. For example, following site clearance, remediation may start on the land slated for the waterfront park, allowing parkland construction to begin while remediation can then proceed elsewhere, allowing for the subsequent development of transportation and utility infrastructure.

Estimated Economic Impacts of the Concept Plan

To understand the broader impact the conceptual plan could have on the regional economy, an Economic Impact Analysis (EIA) was conducted for Test Fits A and B. These concepts for the Site were developed to align with the expected future real estate needs of the Erie market and include an expansion to Lampe Marina to create new slips for larger boats and new boat storage and maintenance facilities. Additionally, around the marina and on the to-be-remediated Site are new office, manufacturing, and flexible real estate spaces. Test Fit A includes a more intense build-out than B with larger buildings over the same sites. WSP’s EIA estimates that Test Fit A would directly create and support approximately 1,784 permanent jobs including 1,525 office positions, 131 manufacturing jobs, 13 warehousing jobs, and 115 building operations and maintenance jobs. This sustained employment base is projected to generate \$158.1 million in annual labor income, \$248.3 million in GDP, and \$385.0 million in business output for the Erie County economy. In fiscal terms, these economic activities are estimated to produce \$18.2 million annually in combined federal, state, and local tax revenues. Beyond direct effects, the spending associated with these jobs is expected to support an additional 1,170 indirect and induced jobs throughout the regional supply chain and local economy, resulting in a total employment impact of approximately 2,954 jobs in the region.

Table 11. Test Fit A & B Economic Impacts

Test Fit A Economic Impacts - 2025 \$s					
	One-Time Impacts	Annual Operations Impacts			
Impact	Construction Period	Building Maintenance	Office Employment	Warehouse Employment	Manufacturing Employment
Direct Jobs	1,749	115	1,525	13	131
Direct Wages	\$137.4M	\$9.0M	\$139.7M	\$0.7M	\$8.7M
Direct GDP	\$209.9M	\$13.8M	\$218.0M	\$1.0M	\$15.5M
Direct Output	\$402.1M	\$26.4M	\$324.2M	\$2.0M	\$32.4M
Total Jobs	3,032	199	2,525	20	210
Total Wages	\$208.7M	\$13.7M	\$188.3M	\$1.0M	\$13.3M
Total GDP	\$352.8M	\$23.2M	\$323.0M	\$1.7M	\$24.6M
Total Output	\$658.5M	\$43.3M	\$494.9M	\$3.2M	\$49.5M

Test Fit B Economic Impacts - 2025 \$s					
	One-Time Impacts	Annual Operations Impacts			
Impact	Construction Period	Building Maintenance	Office Employment	Warehouse Employment	Manufacturing Employment
Direct Jobs	997	69	723	13	131
Direct Wages	\$78.3M	\$5.4M	\$66.2M	\$0.7M	\$8.7M
Direct GDP	\$119.7M	\$8.2M	\$103.4M	\$1.0M	\$15.5M
Direct Output	\$229.3M	\$15.8M	\$153.7M	\$2.0M	\$32.4M
Total Jobs	1,729	119	1,198	20	210
Total Wages	\$119.0M	\$8.2M	\$89.3M	\$1.0M	\$13.3M
Total GDP	\$201.2M	\$13.9M	\$153.2M	\$1.7M	\$24.6M
Total Output	\$375.4M	\$25.9M	\$234.7M	\$3.2M	\$49.5M

The EIA estimates that Test Fit B would directly support approximately 936 permanent on-site jobs, including 723 office positions, 131 manufacturing jobs, 13 warehousing jobs, and 69 building operations and maintenance jobs. This ongoing employment base is projected to generate approximately \$81 million in annual labor income, \$128.1 million in annual GDP, and \$204 million in total business output within the Erie County economy. These direct economic activities are estimated to produce approximately \$13.2 million annually in combined federal, state, and local fiscal revenues. In addition to direct impacts, the operational spending and supply chain effects associated with Test Fit B are expected to support an additional 610 indirect and induced jobs, resulting in a total long-term employment impact of approximately 1,546 jobs across the region.

In addition to long term operational impacts, the construction activities associated with Test Fits A and B are expected to generate meaningful short term economic benefits. During the construction period, Test Fit A is estimated to directly support approximately 1,749 job-years, while Test Fit B is estimated to directly support approximately 997 job-years. A job-year represents one full time job supported for one year and is a standard measure used in economic impact analysis to capture temporary or time-limited employment associated with construction activity. For example, one job-year may reflect one worker employed full-time for one year, or two workers employed full-time for six months each.

To assess the economic impact of each buildout, WSP looked at impacts from construction as well as ongoing operations, including building maintenance and tenant operations. Values for construction costs, maintenance costs, and number of jobs supported by square foot were drawn from real estate industry reporting from data providers. To account for the fact that some share of employment would come from existing business in Erie, it was assumed that 25% of jobs supported would be new jobs.

From these values, the Bureau of Economic Analysis’ Regional Input-Output Modeling System (RIMS) was used to estimate the effect of the new development in Table 11. For the sake of analysis, all office employment was considered to be in professional, scientific technical services.

Rough Order of Magnitude Cost Estimates

To provide a general sense of the overall cost for both the public and private sectors to achieve the vision, a rough order of magnitude cost estimate was developed. These estimated public and private redevelopment costs are based on an understanding of current and projected market conditions, public and stakeholder feedback regarding priorities and program, and the conceptual plan outlined in Chapter 6. While these estimates are not final nor indicative of the true cost of the vision, they provide a baseline from which more detailed cost analysis can be developed.

Table 12. Potential Public and Private Infrastructure, Environmental Remediation and Phased Redevelopment Costs

Category	Total Estimated Costs over the Development Horizon (30+ years) in Millions
Remediation and Site Prep	\$80 - \$120+
Public Infrastructure	\$15 - \$30
Community and Recreational	\$7 - \$15
Marina/Lampe Area	\$18 - \$35
Development	\$200 - \$400

Note: PADEP continues to develop additional details on the current condition of the Former Erie Coke Site, along with evaluating future options for remediation. This is a budget-level estimate only and will change as information available advances

Case Study Review: Similar Brownfield Redevelopments

The Site shares characteristics with many former industrial brownfields: environmental contamination, proximity to residential areas, and strategic waterfront or transportation access. The following case studies illustrate different redevelopment approaches that balance environmental remediation, economic development, and community integration. Together, they offer lessons for the phased redevelopment of the Site.

Kendall Yards – Spokane, Washington

Kendall Yards in Spokane, Washington illustrates a brownfield redevelopment that prioritizes mixed-use urban development and public access to waterfront resources. The 78-acre site, formerly used as a railyard, was transformed into a mixed-use neighborhood containing residential development, retail space, parks, and trail connections along the Spokane River.

Redevelopment of Kendall Yards required multiple phases over several decades. The site was initially purchased in 1990, but redevelopment did not accelerate until the early 2000s, when new financing mechanisms and a revised development vision were introduced. Cleanup was supported through a Brownfields Revolving Loan Fund, including a loan and grant package to finance remediation. Additional economic incentives included Washington State’s Local Revitalization Financing program and multi-family housing tax exemptions.

The project’s incorporation of the Centennial Trail and riverfront public space reflects the growing emphasis on restoring public access to previously industrialized waterfronts. The case highlights the value of aligning brownfield redevelopment with community-oriented development goals, particularly when sites are located near existing neighborhoods and recreational assets.



Figure 78: Kendall Yards Site Plan, Source: Kendall Yards

Bethlehem Steel Works – Bethlehem, Pennsylvania

The redevelopment of the Bethlehem Steel site in Bethlehem, Pennsylvania represents one of the largest and most well-known brownfield redevelopment projects in the United States. The 163-acre former steel manufacturing complex ceased operations in 1995 and subsequently became the focus of a large-scale remediation and redevelopment initiative led by the City of Bethlehem, the Pennsylvania Department of Environmental Protection, and the U.S. Environmental Protection Agency.

A key step in the redevelopment process was the City Council’s decision to rezone the site from heavy industrial uses to allow a broader range of development opportunities. Funding for redevelopment was drawn from a variety of sources, including federal transportation infrastructure programs, PennDOT transportation investments, and federal brownfield redevelopment initiatives administered by the U.S. Department of Housing and Urban Development.

The Bethlehem Works case demonstrates the importance of aligning land use policy, infrastructure investment, and environmental remediation in brownfield redevelopment. It also illustrates how legacy industrial sites can become anchors for new economic and cultural activity when redevelopment strategies build upon local identity and regional tourism.



Figure 79: Bethlehem Steel Works, Source: WRT Planning + Design

Chapter 8

Advancing the Vision



8. Advancing the Vision

The implementation horizon for these improvements is long and will require extensive coordination between EWPPA, PADEP, ECRDA, the City of Erie, PennDOT, EPA, the public, private developers, and many other federal, state, and regional entities for decades to come. This section outlines key regulatory and funding considerations that EWPPA and its partners may explore moving forward to advance the remediation and redevelopment of the Site.

I. Land Use and Zoning Recommendations

The Site is currently zoned waterfront manufacturing (W-M), which is a designation for sites related to industry that requires waterfront or waterfront-related uses. Per zoning regulations, all uses in waterfront districts are conditional uses and subject to provisions of Section 306 of the zoning ordinance. The following conditional uses are currently permitted on the Site:

- Chemical processing and production
- Commercial/industrial wind energy systems
- Corporate offices
- Heliport
- Light and heavy manufacturing
- Power plants
- Small wind energy systems
- Truck terminals
- Urban solar farms
- Warehousing
- Wind energy conversion systems
- Wireless communication facilities

Permitted uses include the following:

- Accessory uses
- Essential services
- Home occupations
- Off-street parking lots
- Vehicle storage yard

While the current zoning designation for the Site is not wholly incongruent with the conceptual plan for the Site, a more tailored zoning policy that specifically supports the type of redevelopment the community, port, and market would better equip EWPPA and partners in comprehensively reimagining the Site.

FORM-BASED DISTRICTING

Adopting a form-based code as an overlay zoning district can serve as an effective regulatory tool to implement the vision and physical framework established in this Master Plan. Unlike conventional zoning, which focuses primarily on land use, a form-based code emphasizes the design and relationship of buildings, streets, and public spaces. By regulating building form, frontage types, height, massing, and placement, a form-based code can translate the plan’s vision into clear, predictable, and enforceable standards. As an overlay that applies only within the boundaries of the plan area, the code can require, allow, or incentivize property owners to develop either under the base zoning or under the form-based code standards, depending on how the overlay is structured.

Form-based codes typically utilize a regulating plan and street types that function together as a coordinated implementation tool with the Master Plan providing the vision and structure, and the form-based code making that vision legally enforceable and achievable over time.

The regulating plan serves as the spatial translation of the Master Plan, mapping where specific street types, building form standards, and frontage requirements apply. Unlike conventional zoning maps that primarily assign land uses, the regulating plan illustrates the intended physical outcomes, identifying build-to zones, frontage types, height ranges, and key public spaces, block by block. This approach provides clarity and predictability, allowing property owners and reviewers to understand expectations while ensuring consistency with the plan’s framework.

Street types provide a framework for translating the Master Plan’s circulation, public realm, and place-making goals into clear, enforceable standards. Each street type is defined not only by its transportation function, but by its intended character and role within the public realm. Standards for lane widths, curb and sidewalk dimensions, street trees, on-street parking, lighting, and building frontage conditions are calibrated to support walkability, safety, and the desired type and intensity of activity. By tying building placement and frontage requirements directly with specific street types, the code ensures that private development reinforces the planned street hierarchy and creates cohesive public spaces consistent with the Master Plan vision.

Overall, this approach can provide a clear vision, illustrated graphically and enforced through objective standards. As development occurs incrementally, the regulation plan ensures that individual projects contribute to a coherent whole, supporting the planned street hierarchy, and implementing the Master Plan’s vision in a predictable way.

II. Funding Strategy and Partnerships

FUNDING AND FINANCING OPPORTUNITIES

EWPPA is investigating funding options for remediation available from the State and federal government. Site investigations/cleanups under any State or Federal regulatory program can be expensive, however, there are several funding options, including grant and loans, that municipal authorities, redevelopment authorities, and industrial development authorities can pursue to help cover the cost. The following is a summary of some of the State and Federal funding options:

- **Host Municipality Technical Evaluation Grants:** Section 510 of HSCA authorized the PADEP to issue up to \$50,000 to host municipalities for independent technical review of PADEP’s proposed site cleanup plan; more than one grant may be awarded for technically complex sites. The grant does not include reimbursement for the collection of investigation data or remediation. As a municipal authority, the Port may not meet the requirements of a host municipality.
- **Industrial Sites Reuse Program (ISRP):** a DCED program that provides grants and low-interest (2% interest rate) loan financing to public entities, private nonprofit economic development entities, companies involved in the reuse of former industrial land, and entities that did not cause or contribute to contamination for environmental assessments (up to \$200,000) and remediation of hazardous substances (up to \$1,000,000). A 25% match is required.
- **Pennsylvania First Program (PA First):** Provides grants, loans, and loan guarantees to businesses, municipalities, municipal authorities, redevelopment authorities, industrial development authorities or corporations, local development districts for environmental assessment/remediation and many other uses. Projects must offer a substantial economic benefit to Pennsylvania or region. Private matching and job creation is required.
- **Business in Our Sites (BOS) Grants/Loans:** Provides grants (not to exceed \$4,000,000 or 40% of the totals combined grant and loan award) and loans (2% to 3% interest rate) for all site development activities for speculative projects other than residential or recreational. Municipalities, municipal authorities, redevelopment authorities, industrial development agencies, or private developers are eligible.
- **PENNVEST:** Provides low-cost financial assistance to address water, wastewater, stormwater, and non-point source pollution problems that impact public health, safety, the environment, regulatory compliance, and economic development.
- **Redevelopment Assistance Capital Funding (RACP):** A grant program, administered by the Pennsylvania Office of the Budget, for the design, acquisition, and construction of regional economic, cultural, civic, recreational, and historical improvement projects, and is designed for projects that cannot obtain primary funding under other state programs. At least 50% of the RACP total project costs must be paid by a non-state funding source and at least 50% of eligible match expenses. The

grant also requires compliance with competitive bidding, prevailing wage, Steel Products Procurement Act, Public Works Contractors’ Bond Law, and insurance.

- **Federal Opportunity Zones:** Opportunity Zones facilitate investment in distressed areas to spur economic growth and job creation in low-income areas, while providing tax benefits to investors. Grantees must be either a local municipality, public authority, federally designated Local Development District or an industrial development agency. In 2026, Governors will nominate census tracts for the US treasury to designate to create the OZ 2.0 map, which will dictate opportunity zones through 2036. It is to be determined whether the Site will remain designated an OZ in the 2.0 update.
- **USEPA Brownfields Cleanup Grants:** Applicants may request up to \$500,000, \$2,000,000 or \$4,000,000 to address a brownfields site(s). Sites may not receive funding more than once. For sites that are eligible to be enrolled in a voluntary cleanup program, the state must provide a letter indicating that the Site has been sufficiently characterized for remediation to begin. The period of performance is 4 years. Grant recipients may be required to provide a 20% match.
- **USDOT Better Utilizing Investments to Leverage Development (BUILD) Grant:** provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs. Capital Projects ranging from \$5 million to a maximum of \$25 million can be requested through the grant.
- **EPA Brownfields Multipurpose Grants:** Federal Multipurpose Grants provide funding to carry out a range of eligible assessment and cleanup activities with a proposed target area. A Multipurpose Grant could support additional community involvement activities, environmental site assessments, further developing cleanup plans and reuse plans, or carry out cleanup activities on brownfield sites. \$800,000 is available through this grant program.
- **EPA Brownfield Multipurpose, Assessment, RLF, and Cleanup (MARC) Grants:** MARC federal grants can support communities with up to \$1 million to conduct Phase II environmental site assessments, perform site cleanup, or overall revitalization that includes a feasible reuse plan for one site. A \$40,000 match may be required (this match was waived in FY26 by the Infrastructure Investments and Jobs Act).
- **Tax Increment Financing (TIF) Guarantee Program:** a state program through the Community and Economic Development (DCED) office that provided a credit enhancement to improve market access and lower capital costs through the use of guarantees to issuers of bonds or other indebtedness. This could be used on the Site given its characteristic as an abandoned or underutilized industrial sites.

- **Keystone Opportunity Zones (KOZs):** a Pennsylvania Department of Community and Economic Development (DCED) program that offers state and local tax relief to business and residents located in designated underdeveloped areas.
- **City Revitalization and Improvement Zone (CRIZ) Program:** a state program focused on developing vacant, desolate, underutilized or abandoned space within a 130-acre zone, thereby creating jobs, increasing personal incomes, growing state and local tax revenues, reviving local economies and improving the lives of residents and visitors. The program allows for utilization of funds to pay for debt service on new development projects.
- **Pennsylvania Multimodal Transportation Fund:** this DCED program provided grants to encourage economic development and ensure that a safe and reliable system of transportation is available to state residents. Applications are accepted annual between March 1st and July 31st . Funds may be used for the development, rehabilitation and enhancement of existing transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. Grants are available for projects with a total cost of \$100,000 or more, though no grant will exceed \$3,000,000.

In addition to pursuing additional funds, EWPPA/ECRDA has secured \$2 million through state appropriations funding that can be used to support site cleanup and remediation activities. These funds by themselves are not sufficient to begin remediation activities, but they represent the beginnings of coordinated efforts to develop a capital stack in the near future. EWPPA will continue to work with partners to identify, apply for, and secure additional fundings to prepare the Site for cleanup and redevelopment.

PARTNERSHIPS

Successful redevelopment of the Site can’t be accomplished by EWPPA alone. EWPPA will be a convener and organizer over the coming years, developing strategic partnerships that will help crystallize development opportunities and secure the funding needed for success. Site remediation will rely heavily on partnering with EPA, PADEP, and local and national partners to identify the best tactics to move forward. Infrastructure elements identified for the Infrastructure Phase would be led by EWPPA and the City, in partnership with organizations such as PennDOT and USDOT to manage changes to the existing roadways identified for modification through the plan. Much of the proposed industrial and mixed-use development would rely heavily on private businesses and developers to be realized. Partnerships with local economic development organizations like ECRDA that have experience identifying, retaining, and attracting new businesses and development will be important for the future of the Site. Additionally, strong partnerships with local fishing and boating groups such as the Sons of Lake Erie and the Erie Sports Commission will help guide the expansion of maritime activities to serve current and future needs. To support and build on many of the partnerships established during this planning process and related activities, a key recommendation from this study is to create a task force focused

on advancing the recommendations contained within the plan and advance site cleanup and remediation efforts. The task force would be made up of local and regional Elected Officials, stakeholders (i.e., ECRDA, the City, the County, Infinite Erie) and community groups meeting regularly to discuss ongoing progress and identify resources and opportunities to keep momentum going and advance efforts at the Site.

III. Next Steps

The EWPPA’s acquisition of the former Erie Coke Site, followed by this robust planning process, has raised the profile of the property and created excitement within the Erie community and beyond about the opportunities that it presents for Erie and for the region. While cleanup and redevelopment of the entire property may take years or decades, there are immediate next steps that will continue this momentum.

CONTINUE PUBLIC ENGAGEMENT

Continued public engagement will play a critical role in the successful redevelopment of the Site. While this engagement may take different forms depending on the work at hand, EWPPA will continue to engage with the broader community and with a variety of partners to solicit input and guide next steps. For example, the EWPPA’s Statement of Policy establishes a level of transparency regarding redevelopment proposals from outside entities. As efforts progress, EWPPA will work with Partners and seek input on specific aspects of remediation and redevelopment as they are primed to move forward.

USE THIS PLAN AS A FRAMEWORK THAT CAN BE ADJUSTED BASED ON MARKET OPPORTUNITIES

The concepts and site plans included in this plan are not a definitive statement of intent for the future of the Site; they provide a framework by which EWPPA can approach the redevelopment of the Site, based on market realities and local development preferences. Public-private partnerships, grounded in economic opportunities that strengthen the entire region, will be a key ingredient in future redevelopment activity of the Site. This plan provides a strong foundation from which to pursue funding and strengthen the partnerships necessary to successfully respond to market opportunities as they arise.

TAKE ADVANTAGE OF FUNDING AND RESOURCES TO STRATEGICALLY ADVANCE INDIVIDUAL COMPONENTS OF THE PLAN

The scale of the Site makes it unlikely that the entire property will be fully remediated and developed by a single entity or within a fully planned timeframe. EWPPA must take advantage of funding, as it becomes available, to address short-term cleanup goals while keeping the larger vision in mind. As this work moves forward, additional information may become available to refine the remediation process. For example, PADEP is preparing a report with preliminary remediation concepts for the Site that will be informed by the framework included in this plan, and will further inform how subsequent phases are approached.

Appendices

STATEMENT OF POLICY FOR THE FORMER ERIE COKE SITE (2026), EWPPA

PROGRESS TRACKER: MASTER DEVELOPMENT AND FACILITIES PLAN (2018), EWPPA

[MASTER DEVELOPMENT AND FACILITIES PLAN \(2018\), EWPPA](#)

PUBLIC AND STAKEHOLDER ENGAGEMENT REPORT

TECHNICAL MEMORANDUM - ENVIRONMENTAL CONDITIONS ANALYSIS

TECHNICAL MEMORANDUM - MARKET CONDITIONS AND FORECAST

ERIE, PA EMPLOYMENT ANALYSIS (SLIDE DECK)

ERIE, PA MARKET STUDY (SLIDE DECK)

PORT ERIE MARKET ANALYSIS UPDATE - PHASE 2 REPORT (2022)

CONCEPT PLAN DESIGN FRAMEWORKS