

Site  
Ready  
Program

# Site Marketing Package



A Regional Framework to  
Accelerate Redevelopment  
in the Ohio River Valley

Managed by the Northern West Virginia Brownfields Assistance Center at WVU

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*“There are many underutilized properties throughout Appalachia, that could be redeveloped into an economic resource for communities, but there are many barriers to overcome to reach that point. With the Site Ready program, we hope to provide assistance and resources that catalyze the process by which these properties may become ready for development. We value the community’s engagement, and wish to see project success and revitalization, rather than dead ends.”*

- Patrick Kirby, Director  
Northern West Virginia Brownfields Assistance Center  
at West Virginia University

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# The Program

WVBAC

Site Research



Site Tours

BDC

Shared Networks

Shared Resources



NSIDC

Collaboration



Community Outreach

# Program Development

The industrial history and development trends of the Ohio River Valley region has created the need for a brownfield-to-development ready program. With upcoming trends, available funding, and proper research, the Northern West Virginia Brownfields Assistance Center (NBAC) is leading the establishment of such a program.

The natural gas industry, together with a more **robust economy**, has generated **opportunities** for **reinvestment** in Western Pennsylvania and West Virginia. Now that our region has **prospects** for **growth**, we have an unprecedented opportunity to reinvest in older **communities**.

The **Site Ready Program**, funded by the **Claude Worthington Benedum Foundation**, launched in 2014, with a focus on the western Pennsylvania and northern West Virginia **Ohio River Valley**. The Northern West Virginia Brownfields Assistance Center partnered with the Business Development Corporation of the Northern Panhandle (**BDC**) and the Riverside Center for Innovation (**RCI**) for the three year program term to facilitate **Site Selection, Analysis, Marketing**, and **Planning** as a means of promoting **regional industrial redevelopment**.



*Site Ready is a collaboration of two successful revitalization groups that have a common link to the Ohio River and a shared goal of redeveloping brownfield sites and revitalizing their respective Ohio River towns.*

## Site Ready Partners

Business Development Corporation of the Northern Panhandle (BDC)

Northern West Virginia Brownfields Assistance Center at West Virginia University (NBAC)

Riverside Center for Innovation (RCI)

NBAC worked closely with BDC and RCI to select 10 Site Ready project sites. Project sites were selected based on:

- Previous use for industry
- Redevelopment readiness
- Need for reuse planning
- Marketing potential
- Cooperation of property owner
- Community impacts

## Program Phases

- 1 Establish Site Ready Regional Platform
- 2 Build Regional Capacity through Technical Assistance and Leveraging through Collaboration
- 3 Capitalize on the Current Regional Market Demand for Industrial Sites along the Ohio River
- 4 Program Evaluation and Tracking Impact

Along with the Site Ready partners, NBAC has reached out to several other organizations and entities in order to ensure a successful program implementation.

- City Governments
- County Planning Commission
- Economic Development Authority
- Parks and Recreation Commission
- Local Watershed groups
- Other Public Entities

Certified Sites North Carolina  
AdvantageSite program of Alabama  
Oregon Industrial Site Certification Program

RiverLife  
River Town Program

Research of similar organizations and programs has also contributed to the development of the Site Ready program.

# The Region

"The challenge in the Ohio River Valley, to be competitive in economic development, is to have ample site-ready real estate inventory to retain and attract business and industry. Collaboration is critical to identifying, controlling, preparing, marketing, and financing sites for economic development. The Site Ready program has proven to be the perfect and timely conduit through which developers, funders, regulatory agencies, technical assistance providers, and community groups have coalesced to create the required team to respond quickly to our rapidly improving and diversifying economic climate. At the same time, the program is proving to be essential to making it possible to respond quickly to the needs of business and industry to rapidly acquire and ready sites for their intended purpose--private investment and job creation."

**--Patrick B. Ford, Executive Director,  
Business Development Corporation of the Northern Panhandle**

# Area Wide Map

**Rock Springs Business Park /  
9th Street Redevelopment  
Chester, WV**

**Rochester Riverfront  
Rochester, PA**

**Urban Riverfront Redevelopment /  
AK Research Park  
New Kensington, PA**

**Downtown Redevelopment  
New Cumberland, WV**

**Shenango Cokeworks  
Neville Island, PA**

**Redevelopment  
Sharpsburg, PA**

**CSX Intermodal  
McKee's Rocks, PA**

**2nd Avenue Redevelopment  
Hazelwood PA**

**Brooke Glass  
Wellsburg, WV**

**Beech Bottom  
Industrial Park  
Beech Bottom, WV**

Ohio River

Beaver  
County

Allegheny River

Pittsburgh  
International  
Airport

Hancock  
County

Pittsburgh, PA

Brooke  
County

Monongahela River

Ohio

Pennsylvania

Allegheny  
County

West Virginia

I-376

I-76

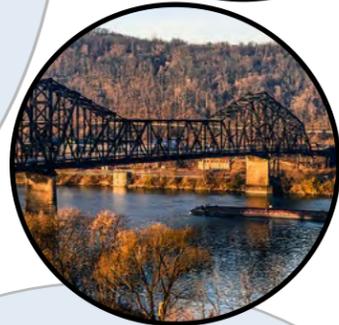
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I-79

# Identity of the Ohio River Valley

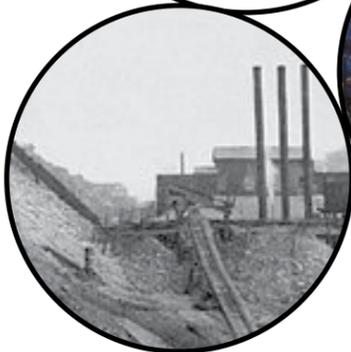
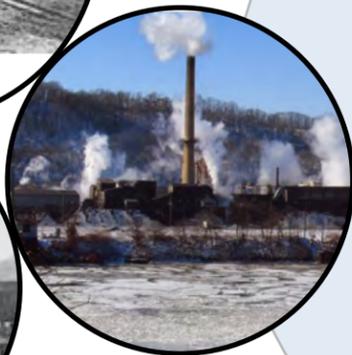
## The "Good River"

The Ohio River is formed at the confluence of the **Allegheny** and **Monongahela** Rivers in Pittsburgh, PA. It then travels **50 miles** through **Pennsylvania**, and another **277 miles** along the **border of West Virginia**, before it continues through several other states to reach the Mississippi River, for a **total of 981 miles**. A portion of PA and most of WV (excluding the Eastern Panhandle) drains into the **Ohio River Basin**, and ultimately into the Ohio River. The river also sets a **climatic boundary**, transitioning from humid subtropical, westward to humid continental. Because of its range, there are **diverse ecological communities** that can be found along its route. And for thousands of years, the Ohio River has provided **habitat, food, resources**, and transportation to those living in the **Ohio River Valley** - from **early civilizations to modern cities**. In fact, the Ohio gets its name from the **Seneca** people of the Iroquois Nation, translated to "**good river**" and French colonizers called it La Belle Rivière, "**the beautiful river**". In those days, the river was quite shallow and crossable by foot, but now a system of **locks and dams** have been created in order to provide a steady means of **transportation** throughout the year for growing industries. While these **industries** have threatened river quality in the past century due to excessive industrial pollution, recent measures have begun to restore the **river quality**, while maintaining **economical** and **recreational access**.



## Industries

The Ohio River became a major transportation network for industries within the region. Because the land surrounding the river was rich in **coal**, many industries such as **steel** and **metal alloys** were located along the river. **Electricity** produced by the burning of coal also found an industrial base along the Ohio River. Still other industries collected along the channel, including **salt, clay, pottery, brick, and lumber**. After World War II, there was a major boom in the towns and cities along this cheap and easy transportation corridor. And although many industrial complexes have been abandoned since those times, the river still hosts the shipping of bulk natural resources such as coal, **sand and gravel**, and **petrochemical** products. More recently there has been an increase in the shipment of **natural gas** from the rising pipeline industry.



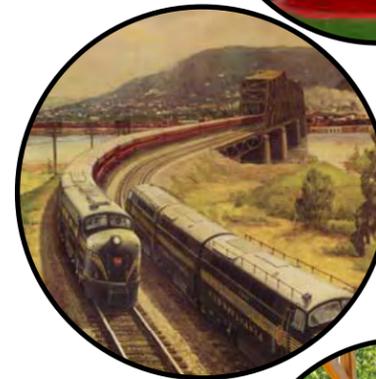
## History

Because of the civilizations that developed along the Ohio River, many **ancient artifacts** and **burial mounds** can be found throughout the region. By the mid-8th century, **European settlers** began claiming large tracts of land, which would then become **settlements** and eventually towns. These communities capitalized on the abundance of resources found within the region; **logging** and **mining** initially built up the settlements, and then became sources of **economic prosperity**. As towns and industries grew, more refined products were being manufactured and soon more efficient means of transportation were needed. The river was a great corridor for moving goods throughout the region; however, in the later half of the 19th century, the **rail car** became the primary method for transporting resources. This led to an **economic boom**, lasting into the next century. Eventually, resources became **depleted**, the industries in the valley shrunk, and the rail systems became **underused**. However the turn of the 21st century brought **redevelopment** opportunities and potential for **economic growth** once again.



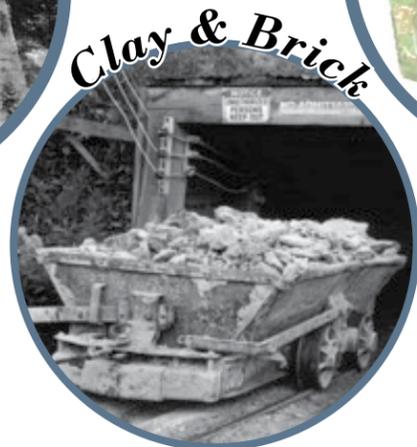
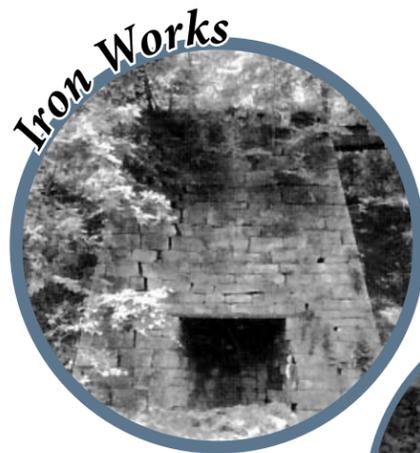
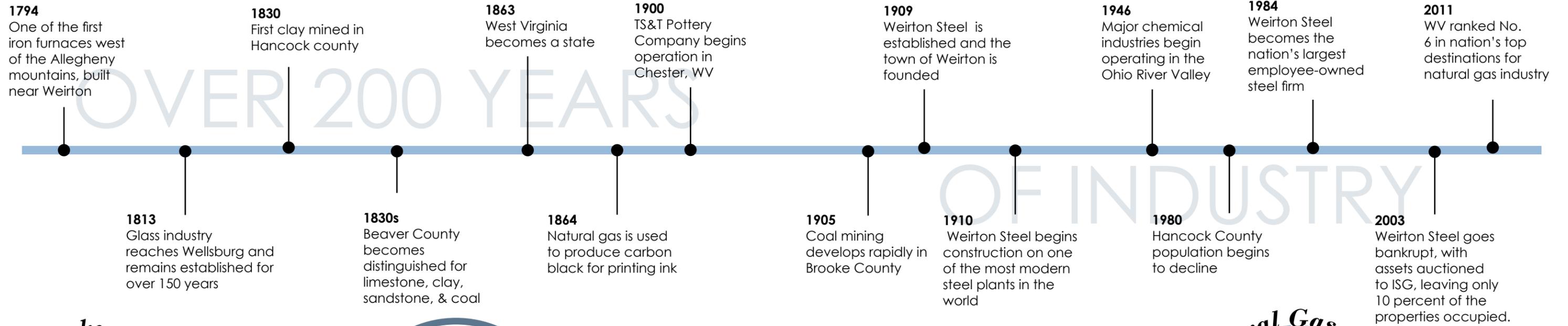
## Culture

The towns within the Ohio River Valley are characterized by their **industrial history** as well as their **Appalachian heritage**. Many people can trace their family back several **generations**, and have an appreciation for their roots. And while there are a lot of hard working community members, there are also a lot of opportunities for the **community** to relax and celebrate. The Ohio River corridor offers a range of **events** and **festivals** to bring together **locals** and **tourists** alike. Often these festivals and events have roots dating back to the early industrial heritage of the town, or historical places within the region. For example, the city of Chester boasts the World's Largest Teapot, reflective of the **pottery** industry that once capitalized on the **clay** mines within the area. More recently many **rail-to-trail networks** have been formed due to residents enjoyment of **outdoor recreation**, and wishes to redevelop abandoned industrial **rail lines**.



# Development Trends

The area has been an industrial center since the 18th century, and has seen a range of development trends throughout the centuries. Beginning with resource mining, settlements and towns began to spring up. Once those became stabilized, more refined products were produced and transported along the river and rail lines to major commerce areas. The industries have risen and fallen, leaving gaps for opportunity for new industries and development in their wake.



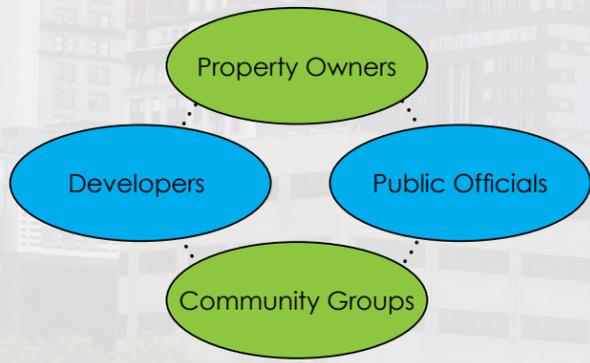
# Case Study: RiverLife

RiverLife is a public-nonprofit partnership that works to redevelop Pittsburgh's riverfronts as a means to improve recreational and economic opportunities. Its mission is "To reclaim, restore and promote Pittsburgh's riverfronts as the environmental, recreational, cultural and economic hub for the people of this region and our visitors."

Originally RiverLife Task Force, RiverLife was formed in 1999 by community members of Pittsburgh who saw an opportunity to create a redevelopment plan of Pittsburgh's downtown riverfronts. Hundreds of public meetings were conducted, which resulted in a vision plan for a downtown riverfront park system. This system acted as a catalyst for Pittsburgh in redefining what was historically a very industrial-based city.

Pittsburgh and its Allegheny, Monongahela, and Ohio riverfronts has deep industrial roots; steel mills, food packaging plants, and rail lines. Because of the high industrial and transportation use, the three rivers of Pittsburgh became extremely polluted and inaccessible, and remained that way for decades. Prior to the 1990s, a common saying to children was "be home before dark and stay away from the rivers." Once the steel industry collapsed, Pittsburgh started undergoing changes to reinvent itself and restore its economy and natural assets.

RiverLife worked with various stakeholders and development groups to make sure riverside properties and industrial brownfields were on track to once again become part of the community. These properties went from being urban sinks to providing recreational and economic assets. This can directly relate to the Site Ready program's goals of reviving old industrial towns, through redeveloping abandoned and underused industrial properties.



*RiverLife reached out to a variety of stakeholders in order to carryout its mission successfully.*

The Site Ready program can use RiverLife's model of riverfront redevelopment to expand its programming. Because industrial properties are often unsightly and divide neighborhoods by preventing public access through the sites, industrial redevelopment provides opportunities for aesthetic and recreational enhancements. Taking advantage of these opportunities can improve public perception and the local economy, among other benefits.

After securing a parcel of riverfront property, the next step is to partner with a reliable and respectable development team. A key component to the RiverLife model is to bring awareness of the project to the community and have a strong redevelopment plan. Engage stakeholders and offer incentives to sustain support, as well as ensure the community has a "sense of ownership" for the project.



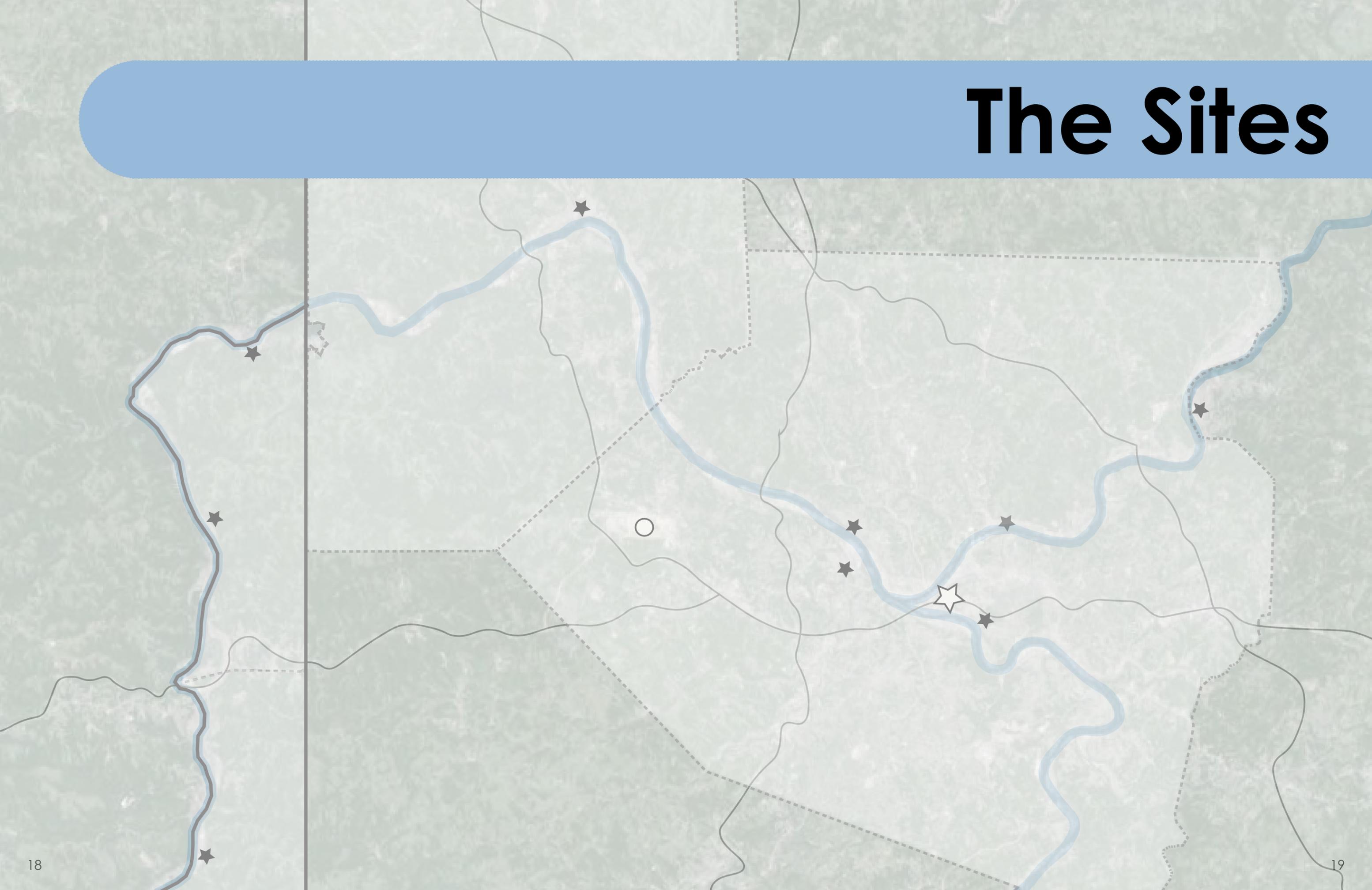
*An NBAC Technical Assistance Team met with representatives from RiverLife to discuss how their model for redeveloping industrial riverfront properties could cross over to the Site Ready program.*

RiverLife projects have resulted in over \$4 billion of riverfront and adjacent development, with a 60 percent property value increase of properties within the riverfront zone of influence.

Additionally, residents within one mile of the riverfront can collectively save over \$17 million in health care costs, due to active recreation programming. Over \$16 million could be saved in water treatment costs due to stormwater filtration and capture. And an estimated \$3 million will be generated annually through direct use of the development.



# The Sites



# Rock Springs Business Park

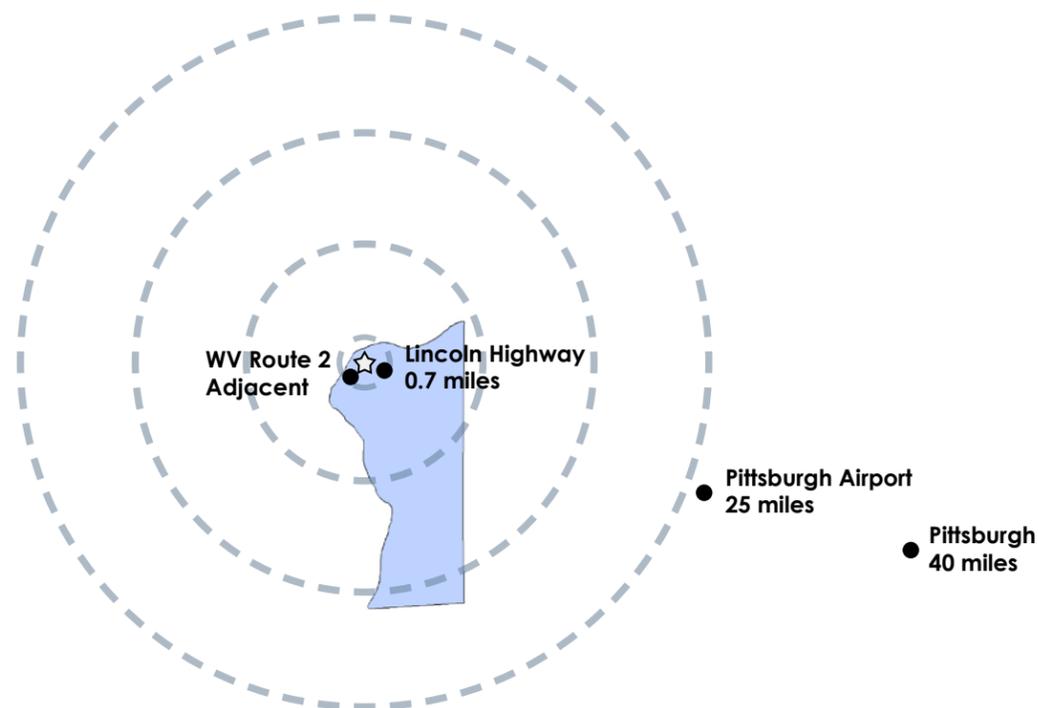
City of Chester    Hancock County    Northern West Virginia



## History

Rock Springs Business Park is located in the city of Chester, in northern West Virginia, along the Ohio River. Chester is known for its pottery industry, producing dinnerware and specialty pottery products. From 1900 to 1982, the site was the home of a pottery manufacturing company, Taylor, Smith & Taylor. Although the Taylor, Smith & Taylor Pottery factory closed in 1981, the town still identifies closely with its pottery heritage and industrial roots.

## Context



# Rock Springs Business Park

## SITE READY

### Location

City of Chester  
Hancock County  
West Virginia  
Flood Hazard Zone AE

### Size

8.48 Acres  
Property can be Subdivided

### Transportation

1 mile West to Ohio Route 7  
22.7 miles to Pittsburgh International Airport  
Railroad Access: No  
On-site Barge Access: No  
Navigable River: Ohio River

### Utilities

Electricity: Mon Power  
Proximity to Power Line: 50'  
Phase: 3

Gas: Mountaineer Gas Company  
Proximity to Gas Main: 20'

Water: City of Chester  
Proximity to Water Main: On-site  
Size of Water Main: 8"

Sewer: City of Chester  
Proximity to Sewer Main: On-site

Telephone: Frontier

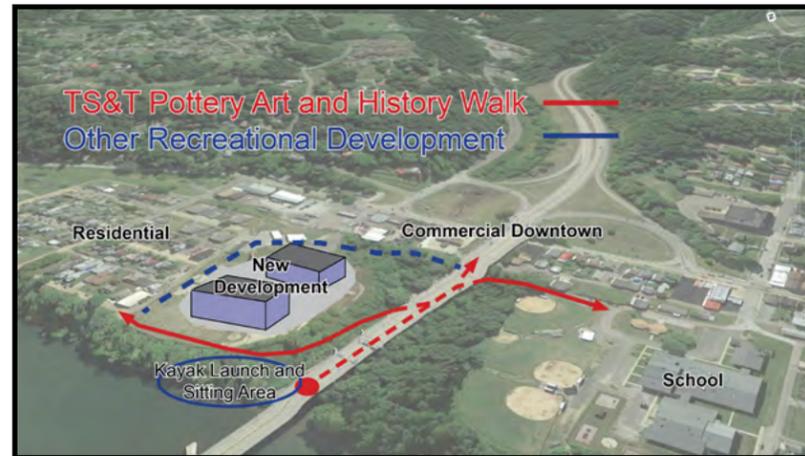
### Sale/Lease

Prices Negotiable  
Available Immediately

### Further Information Contact

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Business Development Corporation  
of the Northern Panhandle

3174 Pennsylvania Avenue, Suite 1  
Weirton, WV 26062  
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Email: pford007@gmail.com  
Fax: (304)748-0241



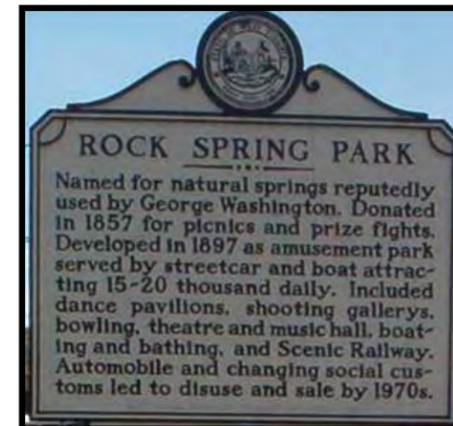
The former TS&T property is now being redeveloped for light industry, and project stakeholders would like for the new development to improve the Site's visual appeal and offer pedestrian and bicycle connections through the site.



On Wednesday, June 29, 2016 officials held a ground breaking for the Rock Springs Riverfront Redevelopment. The site is now available for purchase or lease to commercial and light industrial businesses.



The Rock Springs Neighborhood in Chester, WV is primarily a residential area along the Ohio River, convenient to Chester's commercial downtown and Allison Elementary School.



As a factory, and later, a vacant brownfield, the Site has for many years been an impenetrable void for community residents, unsuited for human activity. Highly visible from the Lincoln Highway Bridge, the Site was a significant blight and safety concern that sat vacant for over 30 years, until it was recently cleared of dilapidated structures, debris, and contaminants.

# Rock Springs Business Park

Upon speaking with community members and project stakeholders, multiple iterations of a development plan were created. Three major development goals, pictured below, were identified over several years. It is recommended to take these goals into consideration when creating the final development plan.

## 1 Light Industrial/ Commercial Business Complex



PERSPECTIVE AT MAIN ENTRY



FLEX BUILDING



RIVER FRONT



AERIAL

## 2 Pedestrian-Friendly Greenspace



## 3 Tribute to Chester's Pottery Heritage



Proposed New Flex and Office Buildings for:  
**BUSINESS DEVELOPMENT CORPORATION OF NORTHERN PANHANDLE**  
 Phoenix Avenue and 8th Street \* Chester \* Hancock County \* West Virginia



# Beech Bottom Industrial Park

Village of Beech Bottom

Brooke County

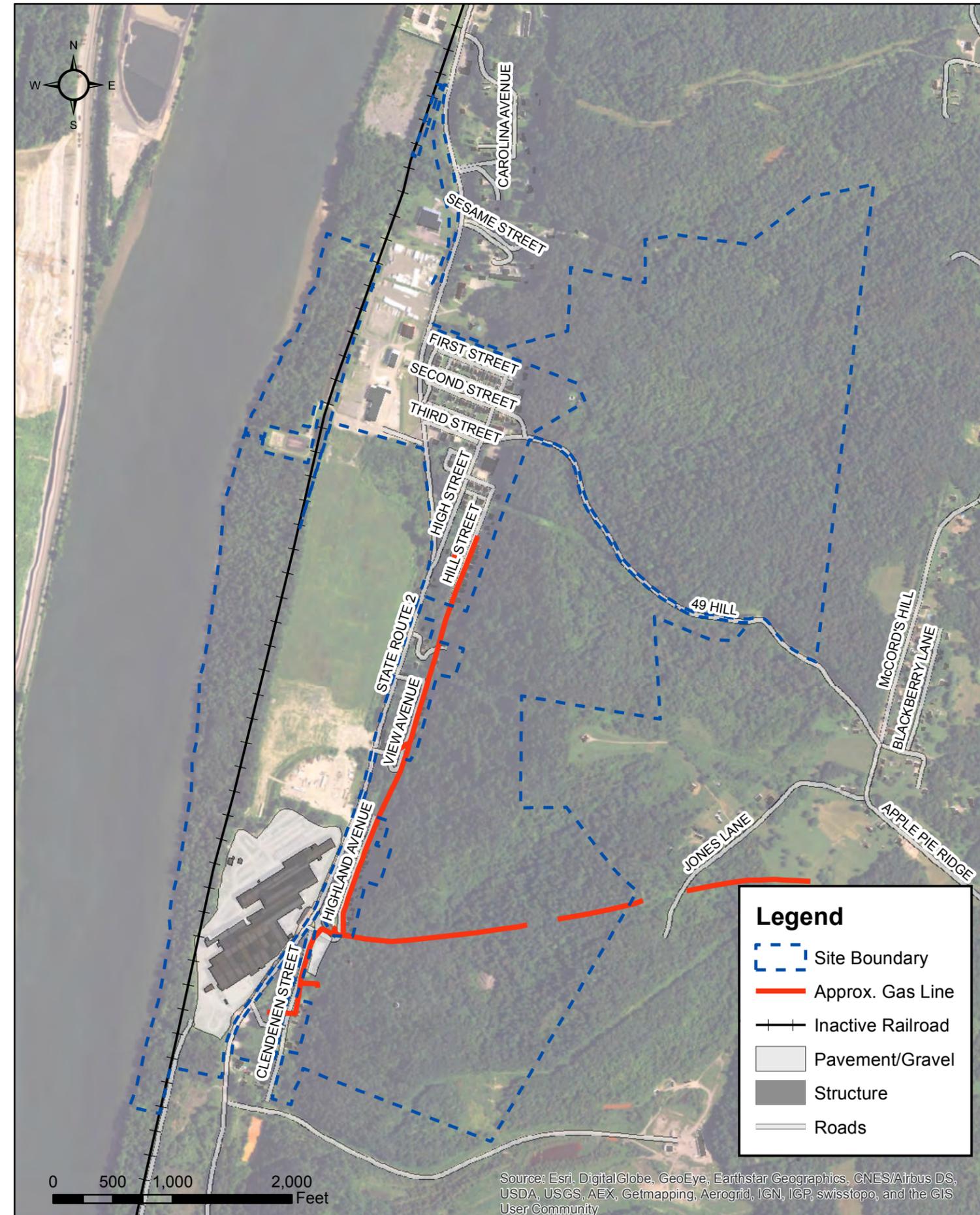
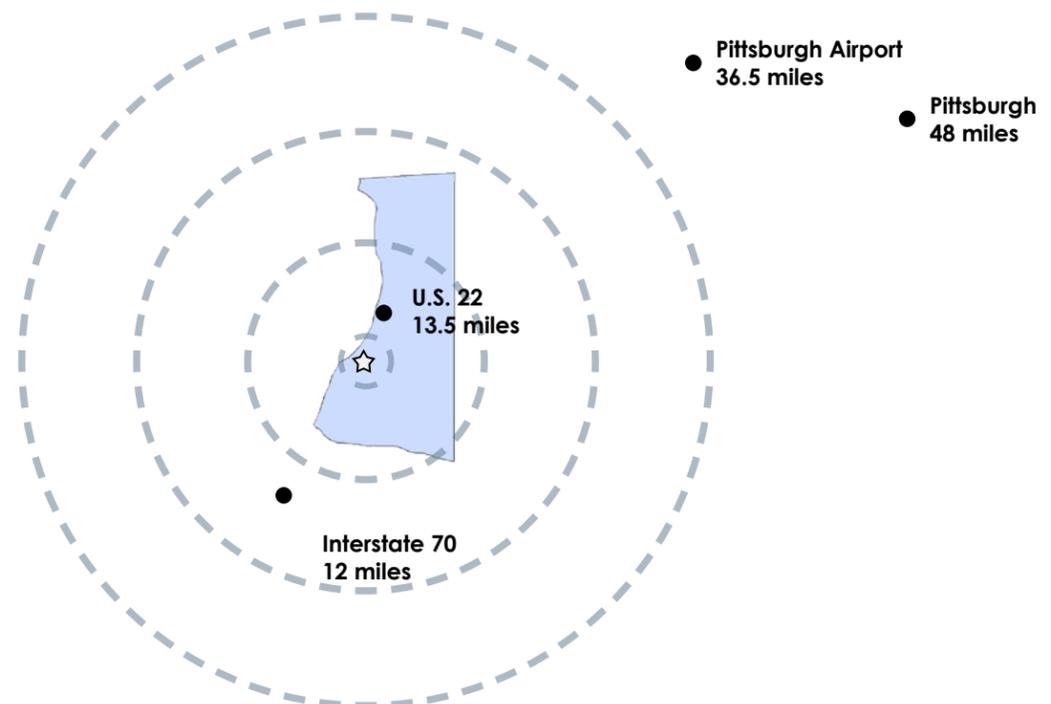
Northern West Virginia



## History

At the turn of the 20th century, a company that would later become Wheeling Steel Corporation purchased a 300 acre farm. Development of Beech Bottom started in 1917, and soon a small village complete with a street car system began to develop along the Ohio River. In 1922, State Route 2 was officially designated, and right along the street car system; the road was expected to be a main transportation system through the state of West Virginia. Wheeling Steel Corporation sold all of the houses it owned in 1952, and the village elected a mayor.

## Context



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

# Downtown New Cumberland

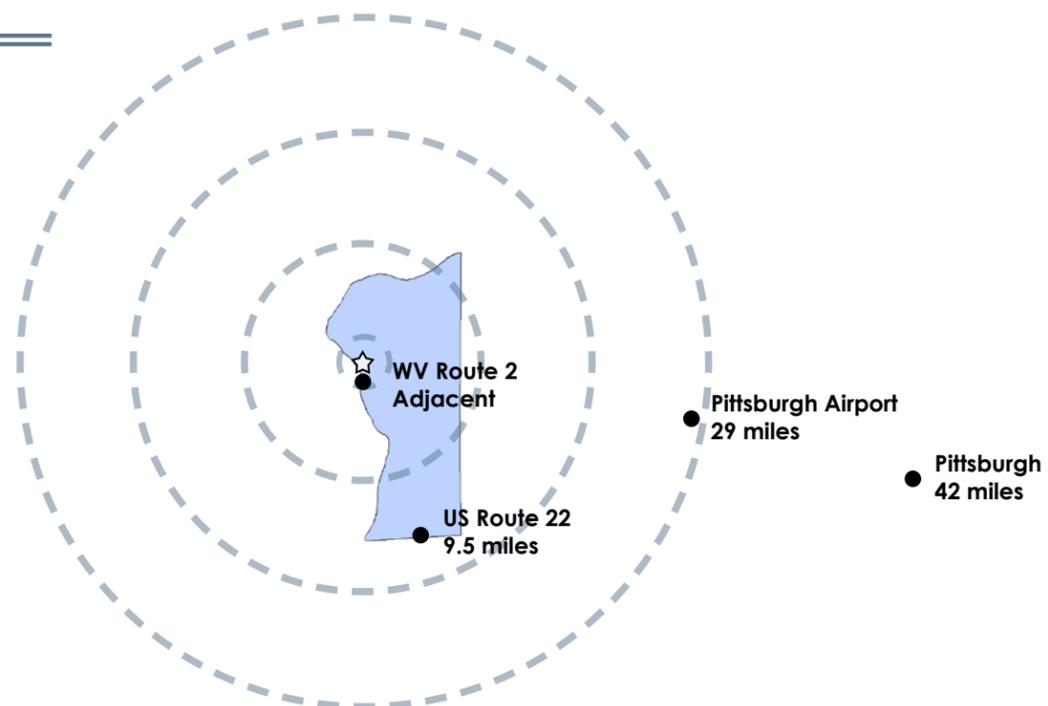
City of New Cumberland    Hancock County    Northern West Virginia



## History

New Cumberland, WV - the county seat of Hancock County. As with most Site Ready sites, New Cumberland sits along the Ohio River, with the Call Buildings just a couple blocks from river access. Historically, New Cumberland had a strong clay industry, originating from the clay mines and manufacturing products such as bricks, piping, tiles, and more. Today, New Cumberland is a small town with a population just over 1,000. The community hopes to revitalize New Cumberland with the redevelopment project, attract more visitors, and retain the population.

## Context



**Legend**

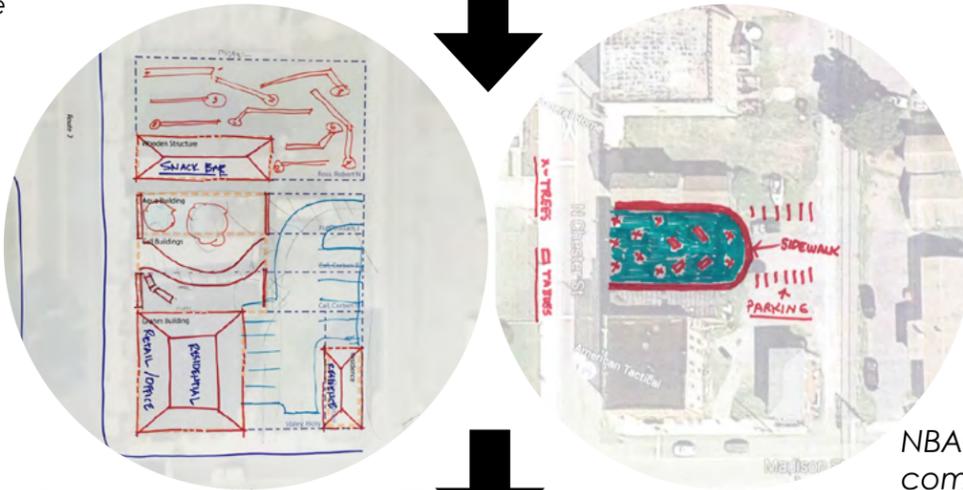
- Site Boundary
- Approx. Gas Line
- ++ Railroad
- Pavement
- Structure
- Roads

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

# Downtown New Cumberland



NBAC helped facilitate community meetings in New Cumberland, to identify wants and needs surrounding the Call Buildings.



NBAC & BDC guided community members to create viable plans for redevelopment.



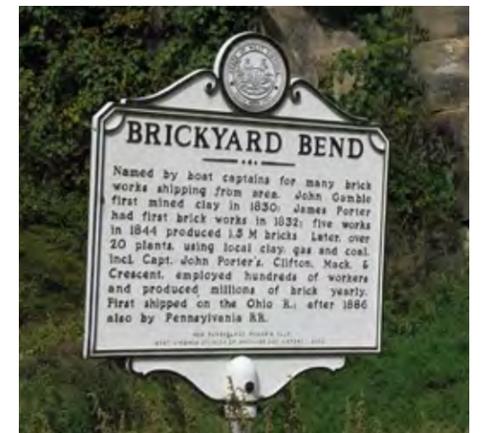
The ideas generated from community meetings were compiled and expressed graphically, then presented to the community redevelopment team at a visioning event

# Brickyard Bend Redevelopment Team



After being vacant for over 20 years, BDC purchased the Call buildings in 2015, with plans of demolition and redevelopment. NBAC worked with BDC and community members to organize a redevelopment team to take the lead on projects in New Cumberland.

Millions of bricks were produced in the area at several brick works. Boat captains named the bend that runs along WV Route 2 "Brickyard Bend". Bricks were shipped along the Ohio River down to the Mississippi and up to Pittsburgh. From 1840 to 1910, New Cumberland was the brick capital of America. Today, the name 'Brickyard Bend', lends itself to New Cumberland's Brickyard Bend Redevelopment Team.



The Brickyard Bend Redevelopment Team has met once a month and has organized plans and events to move the project forward. The people of New Cumberland are excited and ready for development, and believe it is a necessary change.

# 9th Street Rail Yard

City of Chester

Hancock County

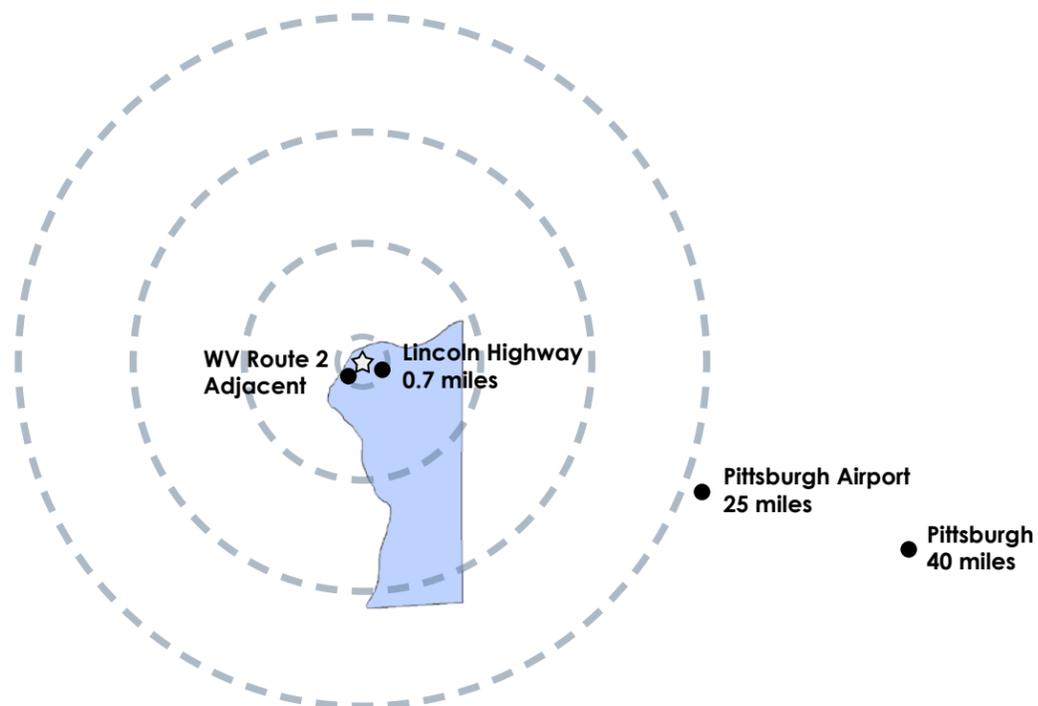
Northern West Virginia



## History

The 9th Street rail yard is located in the city of Chester, in the Northern Panhandle of West Virginia, along the Ohio River. Chester is known for its pottery industry, producing dinnerware and specialty pottery products. From 1900 to 1982, the site was the home of a pottery manufacturing company, Taylor, Smith & Taylor. Although the Taylor, Smith & Taylor pottery factory closed in 1981, the town still identifies closely with its pottery heritage and industrial roots.

## Context



**Legend**

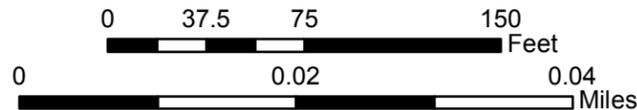
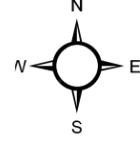
- Site Boundary
- Approx. Gas Line
- Railroad
- Roads

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

# 9th Street Rail Yard

Local stakeholders and the NBAC have toured the abandoned rail yard, and have been able to conduct a basic site inventory. With this information, and the comments for knowledgeable community members, NBAC was able to create a conceptual redevelopment design for the underutilized space. This plan takes into account the economic growth that is expected after the development of the Rock Springs Business Park, and will be able to supplement consequential businesses and residents. Green space is also taken into account and will provide a pleasant space better used for mild recreation and gatherings.

## 9th Street Railyard Redevelopment Concept Chester, WV



Prepared by: A. Withrow  
March 2016



# Former Brooke Glass

City of Wellsburg    Brooke County    Northern West Virginia

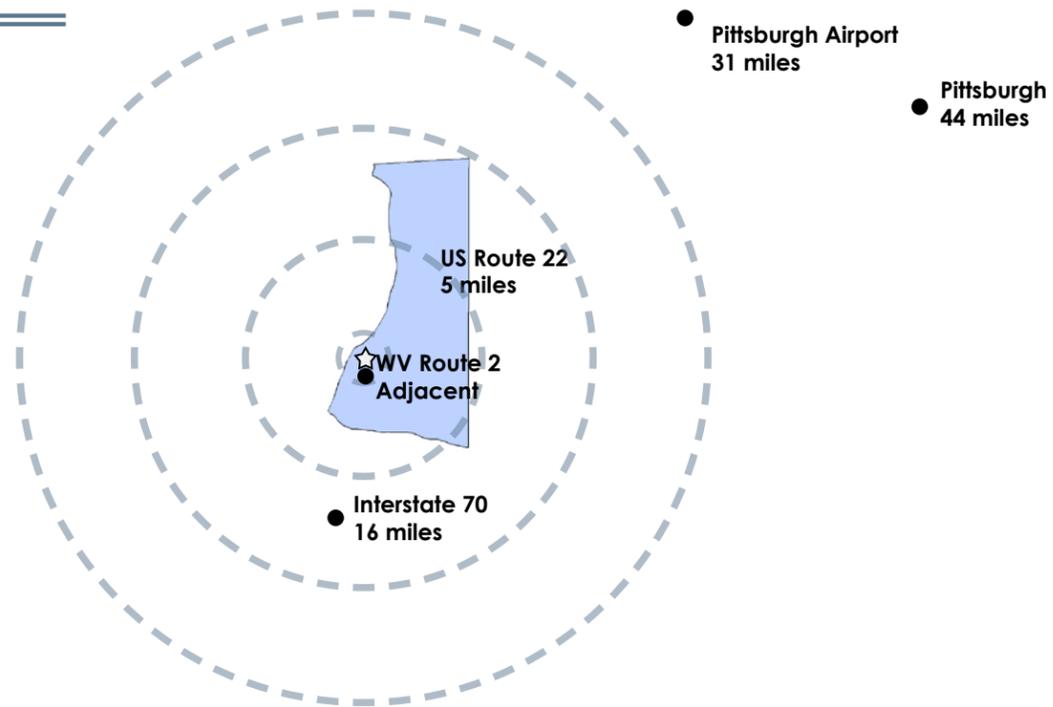


## History

Wellsburg is among the oldest towns on the Ohio River and was chartered as Charlestown in 1791. Its name was changed because there was a Charlestown elsewhere in the State. Renamed for Alexander Wells, Wellsburg was one of the most noted shipping points on the river, exporting local raised and ground flour as well as whiskey. Glass-making became a major industry and in its time the Riverside Glass Works Company was a great center of attraction. A paper mill and flour sack manufacturer also added to the industrial climate of Wellsburg.

Formerly Brooke Glass, the site location is in the heart of the Marcellus and Utica Shale subsurface gas reservoirs, and the value added steel cluster along the Ohio River. These two industries create a demand for sites for economic development. Efforts have been made to reach out to the community and encourage development involvement. This is one of the projects that is closest to being "Site Ready" in the program's inventory.

## Context



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

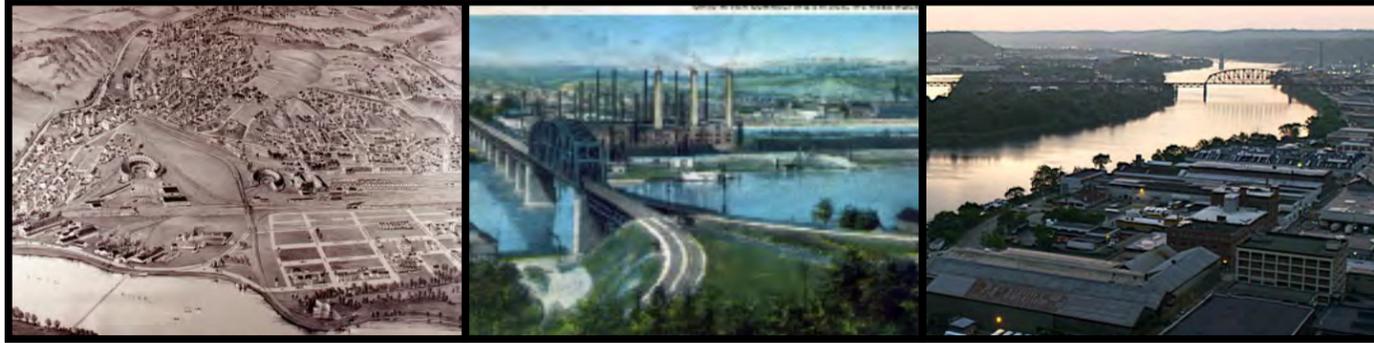
# Former Brooke Glass



**WYK ASSOCIATES, INC.**  
ARCHITECTURE · PLANNING

# CSX Intermodal Center

Borough of McKees Rocks Allegheny County Western Pennsylvania

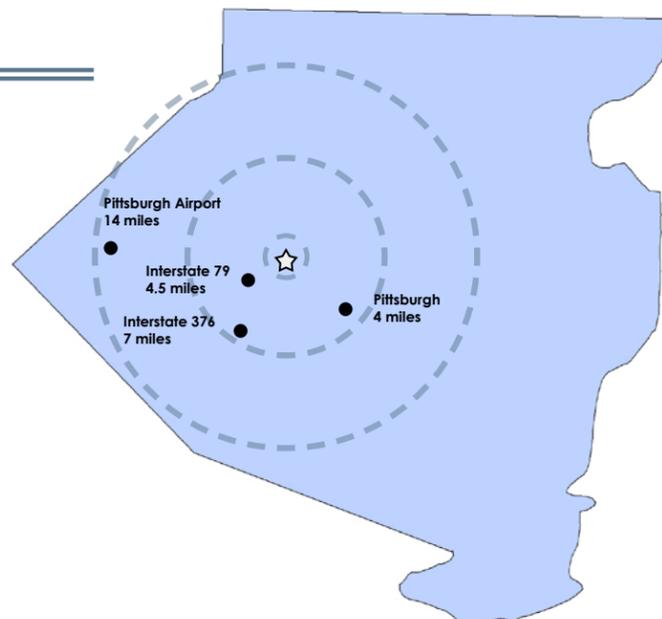


## History

Native cultures including the Adena and Hopewell Indians lived in the area for thousands of years. The largest burial mound in Pennsylvania is located on a promontory along the Ohio River. In 1764, Alexander McKee was given 1,300 acres of land for his services during the French and Indian War, and in 1769 an official deed bearing the name McKees Rocks was given. The settlement was incorporated as a borough in 1892, with a population just over 1,600. Because of its increasing industrialization and proximity to Pittsburgh, the population soared to over 14,000 by 1910, and continued to increase over the next 30 years. Due to the Great Depression, industrial restructuring, and suburbanization, the population began its steady decline. Today the population stands around 6,000.

This Intermodal Facility is under construction at a former Pittsburgh and Lake Erie rail yard. Following the closure of this rail yard in the late 1980's, this 90 acre site sat largely underutilized for over two decades. With funding from the U.S. Environmental Protection Agency, the North Side Industrial Development Company completed extensive environmental assessment of a 35 acre portion of the site, leading to a Release of Liability from the State of Pennsylvania under its Land Recycling Act. A portion of this 35 acre site will house the CSX Intermodal facility where containers will be transported from trains to trucks, creating over 300 construction jobs and 60 permanent jobs. The remainder of this site will house planned light industrial and distribution facilities. The program helped negotiate a commitment from CSX of \$1.5 million for community reinvestment in McKees Rocks and Stowe Township.

## Context



# River's Bend

Borough of Rochester Beaver County Western Pennsylvania

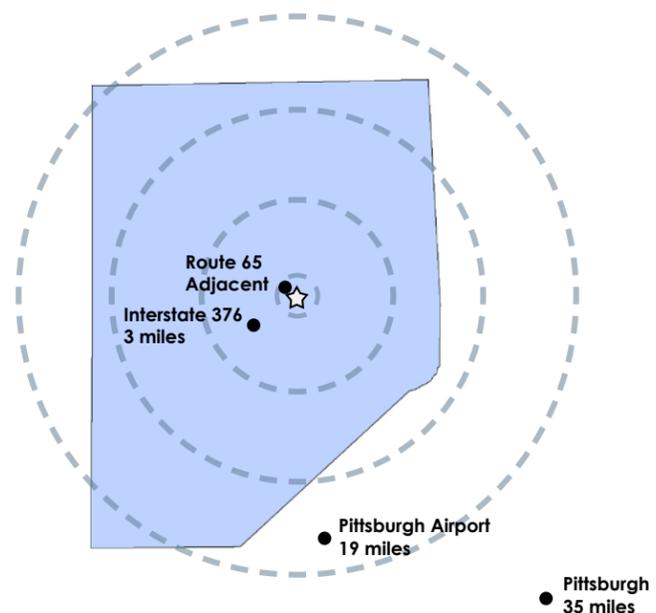


## History

The area of present day Rochester was once a Lenape village before it was acquired by American settlers in 1799. It went by several names, before a local businessman named the settlement Rochester in 1834. Shortly after, Rochester became incorporated in 1849. Following the Civil War, Henry Clay Fry and associates formed a glass manufacturing company, which would go on to become the National Glass Company of Rochester. This glass manufacturer helped revolutionize glass production and moved the glass industry away from hand-blown glass. The town's population reached its height in the early 1930's at around 7,700. However, as with other industries, the Great Depression caused a loss of jobs and the town population declined. Today the population is just over 3,500. In the early 2000s, the site was identified by Rochester Borough and Beaver County as a key area for redevelopment.

Working with a private developer, the program completed a market study that identified a critical need for rental housing in the Beaver/Rochester market. Consequently, the developers generated a master plan calling for 90 units of housing together with amenities including community and retail space. The developer is currently completing site and infrastructure work in preparation for construction on the housing.

## Context



# Hazelwood 2nd Ave. Corridor

Neighborhood of Pittsburgh Allegheny County Western Pennsylvania

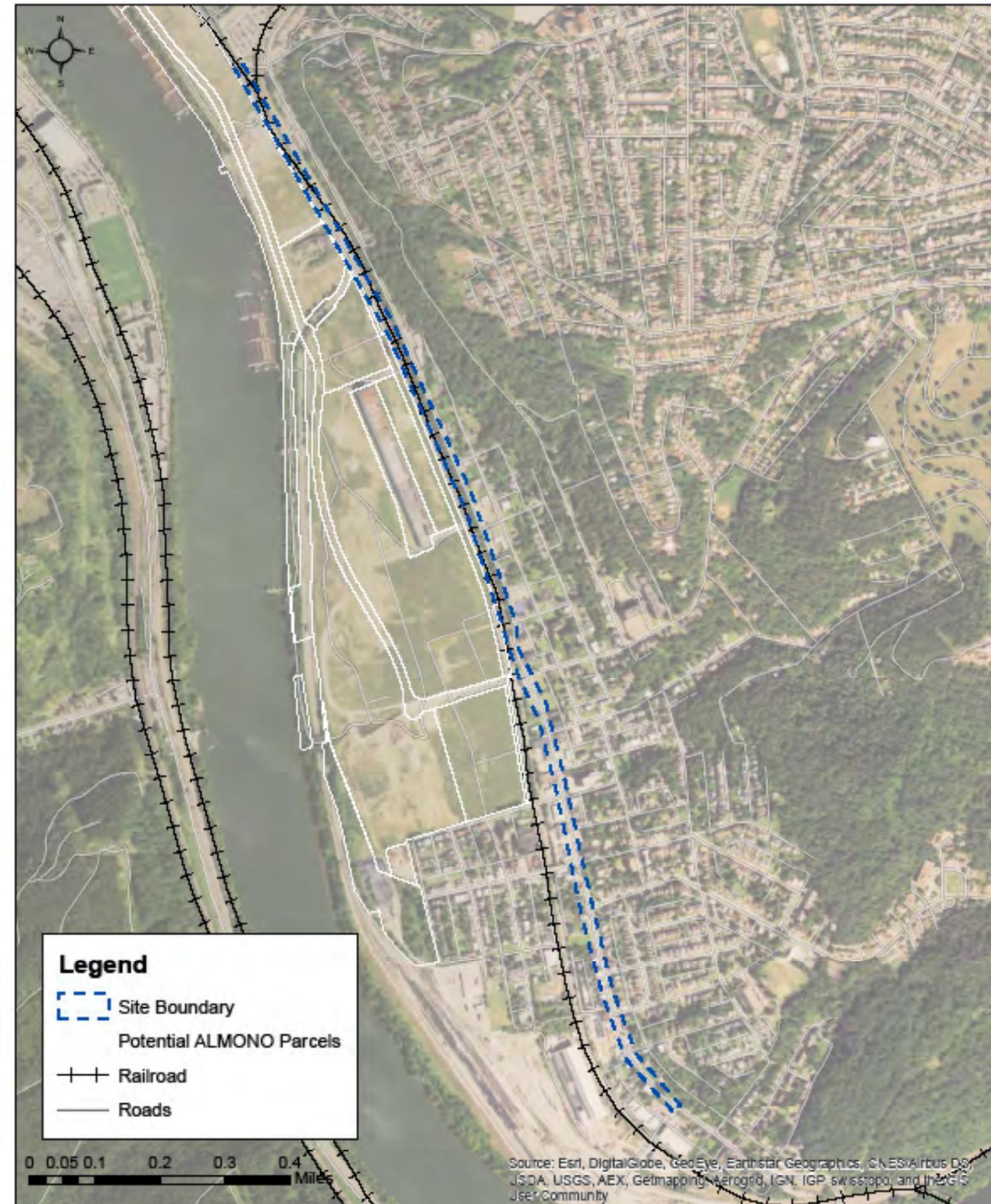
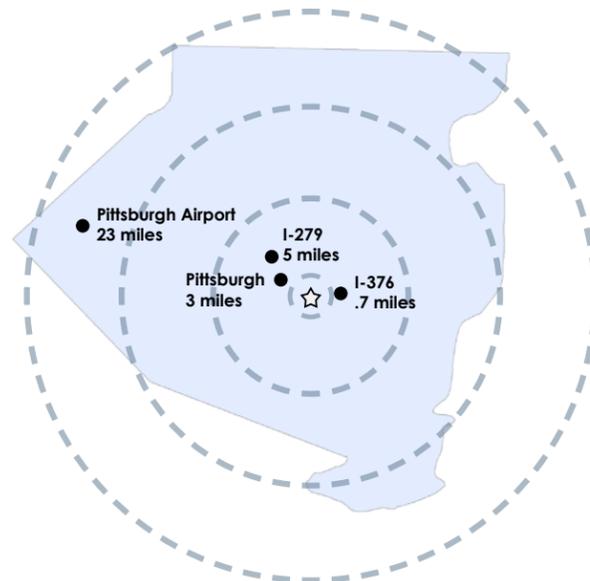


## History

Hazelwood was originally part of a tract of land purchased for \$10,000 under the Stanwix Treaty in 1758. B.F. Jones, of Pittsburgh and Connelsville, and later Jones and Laughlin, built a track of railroad through Hazelwood. This track was built inland, and while it separated Hazelwood in two, residents enjoyed the riverfront remaining aesthetically pleasing and accessible. Hazelwood was incorporated into the City of Pittsburgh in 1869, and within a year the railroad spurred an industrial and trade based economy. By the turn of the 20th century, the community expanded with a diverse population and business opportunities. However, the bustling town began to decline in the 1980s due to the failing steel industry. Pittsburgh's last steel mill closed in Hazelwood in 1998.

More recently, there have been revitalization efforts to improve Pittsburgh's neighborhoods, with a focus on Hazelwood. The Hazelwood Initiative is a community-based organization that has generated several successful local projects and initiatives, including a community center and planned grocery store. Several foundations and third parties have partnered to create the ALMONO project, which is a planned riverfront development that will focus on multi-use office and residential, as well as greenspace. The scope and scale of the ALMONO project is quite large, and being within such close proximity to the 2nd Avenue Corridor will make this project highly visible. The ALMONO project is expected to have spillover development, with retail and services offered along 2nd Avenue. However, ALMONO will take 5-10 years to be developed. The goal is to have the 2nd Avenue corridor redeveloped sooner to spur more immediate revitalization success to Hazelwood.

## Context



# Riverfront & Downtown of New Kensington

City of New Kensington    Westmoreland County    Western Pennsylvania

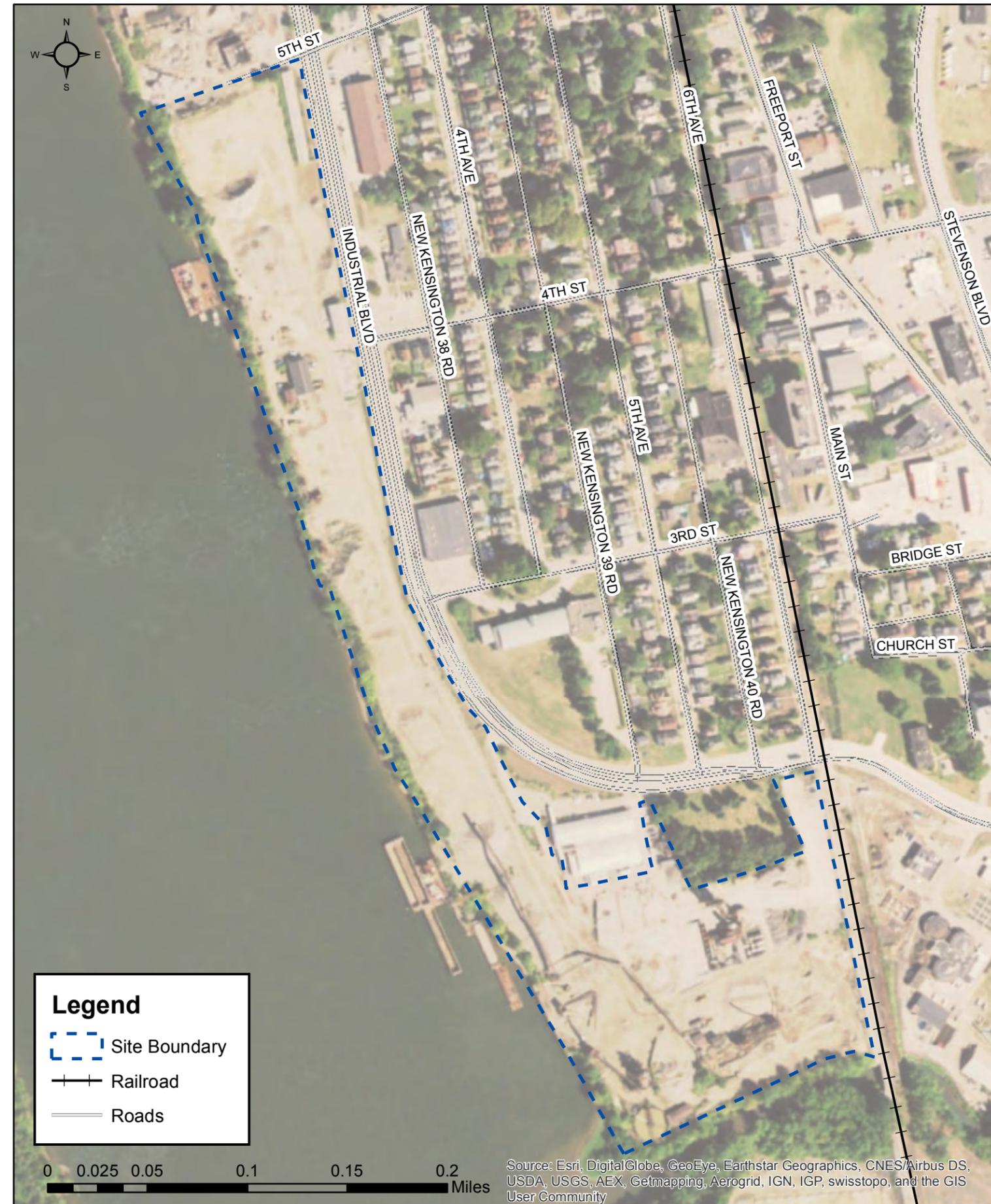
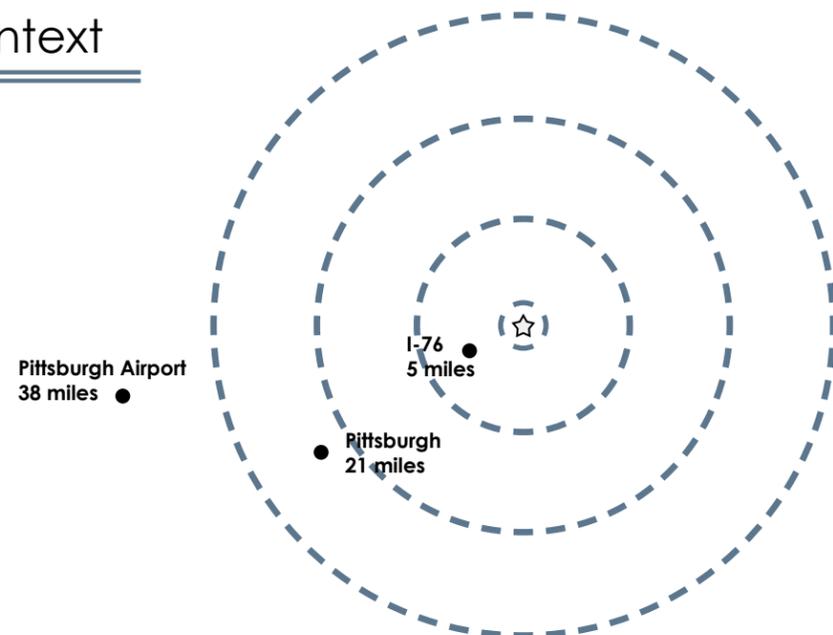


## History

Prior to being settled in the mid 1700s, the area was used as a hunting ground for tribes of the Iroquois Nation. Over 100 years later, the Burrell Improvement Company deemed the flat land of high value for city development. The following year, in 1891, the city was officially founded. A public sale of land was held in June 1891, which brought thousands of people and new industry to the area. The first major company was the Pittsburgh Reduction Company, later Alcoa, which operated along the river until the 1960s. At the turn of the 20th century, a variety of companies set root in the city and transportation lines were built, including a railroad, a passenger boat along the Allegheny, and a street car line. The population escalated to over 25,000 in 1950, then began a slow decline to just over 12,000 today. With high vacancy rates since the 1970's the city began a redevelopment movement in the early 2000s, which included removing abandoned buildings, creating an urban renewal program, and providing tax abatements to businesses.

This project focuses on the Riverfront and Downtown areas of New Kensington, which have been underutilized for many years. Stakeholders believe potential redevelopment should include consolidating industrial uses, improving riverfront access, and re-engaging the downtown. Commercial as well as industrial development would provide job opportunities for locals, and generate new revenue. There is strong local leadership, however masterplanning and funding need to be secured.

## Context



# AK Research Park

City of New Kensington    Westmoreland County    Western Pennsylvania

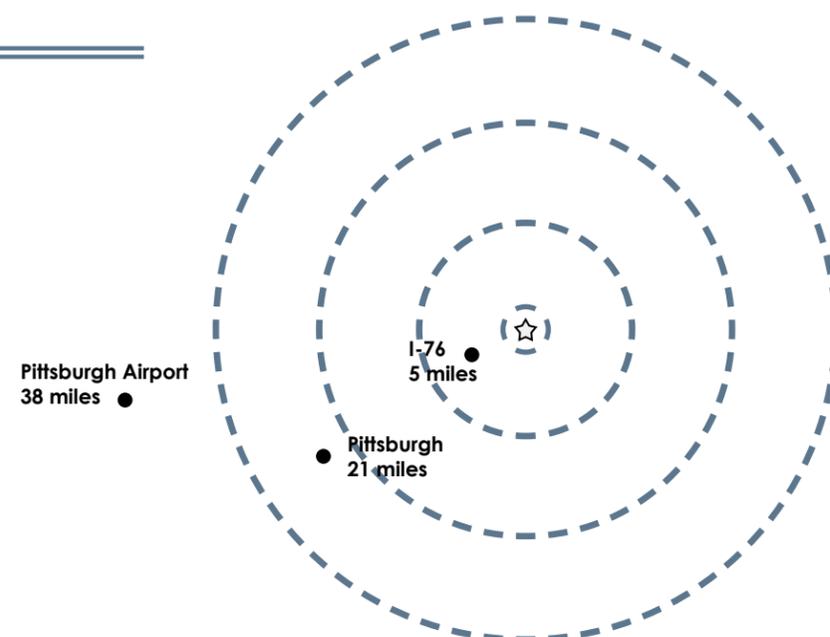


## History

Prior to being settled in the mid 1700s, the area was used as a hunting ground for tribes of the Iroquois Nation. Over 100 years later, the Burrell Improvement Company deemed the flat land of high value for city development. The following year, the city was officially founded in 1891. A public sale of land was held in June 1891, which brought thousands of people and new industry to the area. The first major company was the Pittsburgh Reduction Company, later Alcoa, which operated along the river until the 1960s. At the turn of the 20th century, a variety of companies had set root in the city and transportation lines were built, including a railroad, a passenger boat along the Allegheny, and a street car line. The population escalated to over 25,000 in 1950, however began a slow decline to just over 12,000 today. With high vacancy rates since the 1970's the city began a redevelopment movement in the early 2000s, which includes removing abandoned buildings, creating a urban renewal program, and providing tax abatements to businesses.

Currently there are efforts being made to work with the board members of New Kensington Redevelopment Authority to secure financing and commitment, in order to continue with the redevelopment of the former Alcoa Research park. Current invest has been made to replace roofing of two out of three buildings on site, in an effort to restore the buildings for future use; tenant interest is high.

## Context



# Former Shenango Coke Works

Neville Township

Allegheny County

Western Pennsylvania

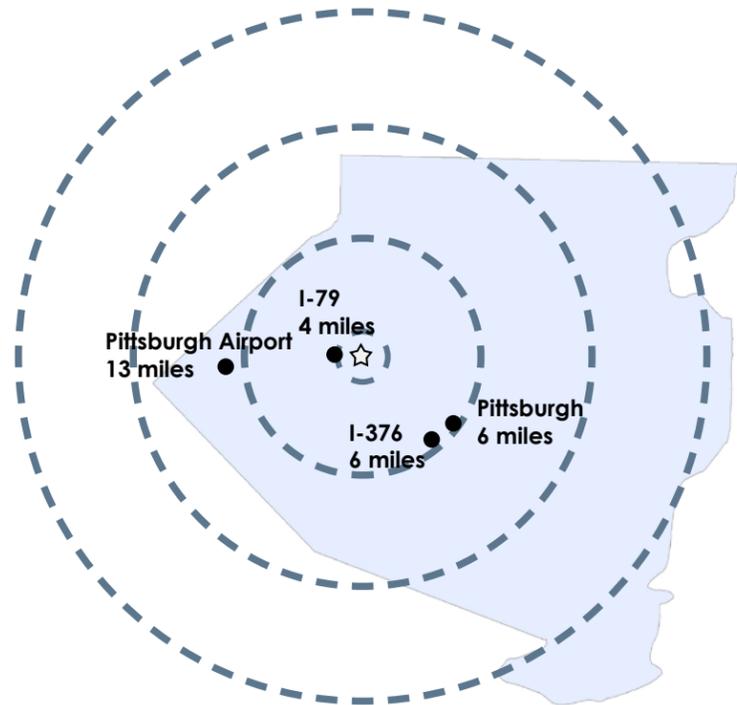


## History

Neville Island was named after General John Neville, who received the land by Congress after the Revolutionary War. After his death, the land was used for high-quality agriculture, which then changed at the turn of the 20th century to industrial use following the construction of the two bridges. During World War I, 130 acres were used for an ammunitions plant, which was followed by steel companies, chemical industries, shipbuilding corporation and many other industries. This development greatly expanded industrial infrastructure on the island. At the end of World War II, industrial demand decreased and caused a decline in economic opportunity. The decline in the steel industry several decades later also impacted the island.

However by the 1990s, environmental assessments, the opening of a new Pittsburgh International Airport, and redevelopment efforts began to put Neville Island back in the market. In 2016, the Shenango Coke Works permanently closed its 50-acre facility on Neville Island. This facility was a major source of air pollutants in the Ohio Valley, and while the community lost jobs, the closing also presented an opportunity for reuse and redevelopment. Much work needs to be done, including environmental assessment, clean-up, community engagement, master planning, and infrastructure. This becomes a priority site for the program.

## Context



### Legend

Site Boundary

Allegheny Co Parcels

# Former Henry Miller Springs property

Borough of Sharpsburg

Allegheny County

Western Pennsylvania

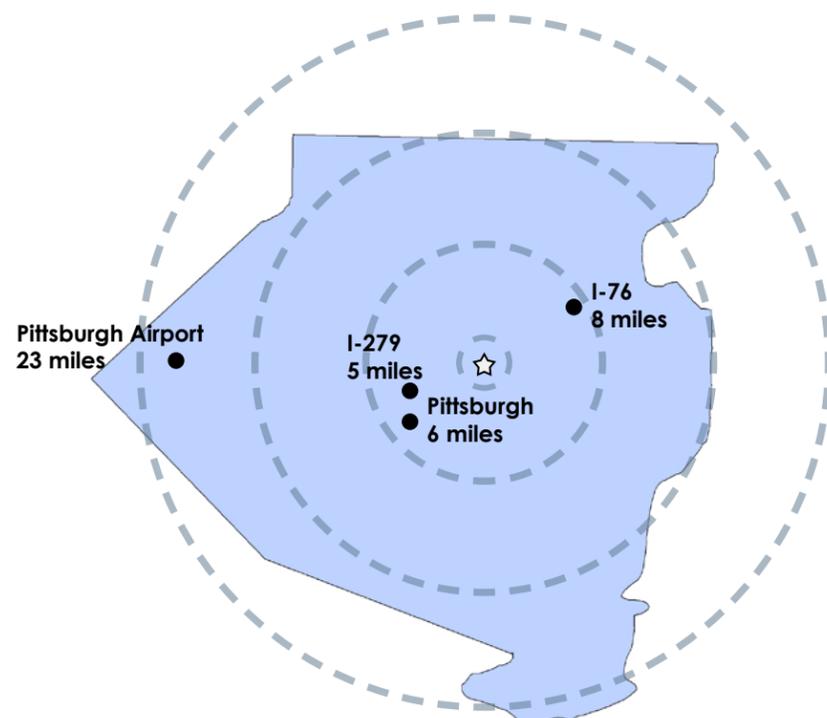


## History

Located just five miles North of downtown Pittsburgh, Sharpsburg provides many connections and cultural opportunities for residents and passersby alike. The land was originally inhabited by the native Seneca peoples. In the early 1800s, James Sharp purchased 200 acres of land. He opened the land to settlers, built a school, church, and continued to donate land for the community's growth. In March 1842, Sharpsburg was incorporated. The town soon grew into an industrial focal point, producing iron, brick, glass, oil, and more. The H.J. Heinz Company has its roots in Sharpsburg, with Heinz bottling his first horseradish in his kitchen residence in 1869. Later a glass facility was created and though the company moved to Pittsburgh, continued support and donations to the borough.

This site has undergone initial investment and masterplanning and has been redeveloped to contain a 15,000 sq ft warehouse. Currently there is 85,000 sq ft available for continuing redevelopment, with raised positive perceptions, and an increase in jobs.

## Context



# Resources

For More Information, please use these resources as guides:

## **Northern Brownfields Assistance Center at WVU**

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## **RiverSide Center for Innovation**

<http://www.riversidecenterforinnovation.com/>  
Twitter: @RCIPittsburgh  
Facebook: @RiversideCenterforInnovation

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## **Brownfield Listings**

<https://brownfieldlistings.com/>  
Twitter: @BfieldListings  
Facebook: @brownfieldlistings

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## **EPA**

<https://www.epa.gov/brownfields>  
Twitter: @EPA  
Facebook: @EPA

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## **WVDEP**

<http://www.dep.wv.gov/>  
Twitter: @DEPWV

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## **PADEP**

<http://www.dep.pa.gov/>  
Twitter: @PennsylvaniaDEP  
Facebook: @PennsylvaniaDEP

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# Acknowledgments

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**Without this collaboration,  
the program could not succeed**

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