



TONAWANDA STREET CORRIDOR Brownfield Opportunity Area

NOMINATION DOCUMENT

CITY OF BUFFALO

Byron W. Brown, Mayor

Elizabeth A. Ball, Deputy Mayor

OFFICE OF STRATEGIC PLANNING

Brendan R. Mehaffy, Executive Director

Bill Parke, AICP, Project Manager

CONSULTANT TEAM

Bergmann Associates

Camiros

Fisher Associates

Pan American

RKG

Urban Design Project

Urban Strategies

Watts Architecture & Engineering

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Project Overview

In 2011, the City of Buffalo was awarded funding from the New York State Department of State to establish the Tonawanda Street Corridor Brownfield Opportunity Area.

This Nomination Document outlines the final strategy for designating the Tonawanda Street Corridor as a BOA. This designation provides expanded eligibility for state-sponsored environmental and economic development programs, including favorable tax and investment incentives for private development.

The Tonawanda Street Corridor BOA encompasses 650 acres – roughly one square mile – in the northwest section of the city. It contains a large number of brownfields and underutilized parcels; a legacy from the industries that were once located along the Belt Line rail corridor that serves as the geographic basis for the BOA.

Vision, Goals and Objectives

Any vision for the future must be guided by broad-based community, municipal, and state support; and solidly grounded in current and emerging challenges, initiatives, and opportunities.

The long-term goal is to pursue both environmental enhancement and sustainable development by creating a plan designed by stakeholders, including area residents, businesses, environmental advocates, and government. Consensus building began at project inception, by ensuring that the various concerns and goals were discussed in an open fashion. Community contributions and acceptance are vital to the success of any redevelopment plan.

Planning is essential to ensure that future development does not compromise recent gains. The need to generate employment opportunities and tax revenues must be balanced with strengthening neighborhoods, expanding recreational opportunities, preserving industrial heritage, ensuring waterfront access, and improving habitats and watershed ecology.



Community Participation

A community participation plan was designed to enable input at a variety of levels and stages during the development of the Nomination Document. A range of opportunities for community involvement were identified, from public open houses to small stakeholder sessions. The project website also provided opportunities for interested parties to submit comments.

The consultation process employed numerous outreach methods to ensure robust public and private participation. The design and production of accessible materials, and the provision of multiple opportunities for feedback were seen as essential to a successful communication strategy.

Several different audiences were engaged during the planning process, including residents, block clubs, community groups, advocacy organizations, educational institutions, businesses and developers, county, state, and federal agencies, city departments and boards, elected officials, and steering committee members.

Stakeholder Sessions

A series of stakeholder sessions were held in November 2011 and January 2012, to assist the consultant team in understanding the dynamics of the study area. These sessions included developers and investors, businesses and large landholders, non-profits and community-based organizations, regulatory agencies, and city departments that serve the community.

A “Business Breakfast” was also held in June 2012, to provide business owners and developers with an opportunity to more openly discuss their objectives outside of a public forum.

Steering Committee Meetings

An 18-member steering committee was appointed to review material prepared by the consultant team, provide input regarding project direction, and serve as liaisons to the larger community. Members included representatives from local businesses, developers, community-based organizations and other non-profits, institutions, and the general public. Staff from agencies providing project support were also invited to attend steering committee meetings. A total of four meetings were held:

- **December 2011** – the initial meeting introduced the project team; provided overviews of the BOA program and study process; and included breakout sessions to allow participants to brainstorm key issues, challenges, opportunities, and goals and aspirations.
- **January 2012** – the second meeting reviewed consultant analysis and findings to date; introduced the visioning process that would be employed at the first open house; and included breakout sessions to discuss types of desired uses and locations, infrastructure needs, and phasing of proposed improvements.
- **June 2012** – the third meeting reviewed and discussed three alternative scenarios for future development.
- **February 2014** – the fourth meeting reviewed the draft Nomination Document and initial strategic sites, discussed concerns, and proposed changes.

Open Houses

A total of three open houses were held over the course of the planning process to share information with the public and solicit comments and feedback:

- **January 2012** – the first open house introduced the project objectives, provided an overview of the analysis conducted to date, and then broke out into visioning sessions to allow participants to discuss emerging principles and their vision for the BOA.
- **June 2012** – the second open house reviewed the economic analysis for the BOA, and laid out a set of emerging principles to guide redevelopment. The consultants provided workbooks outlining three alternative development scenarios, and asked participants to mark these up with their thoughts and comments. The meeting concluded with a facilitated discussion on initial reactions to the alternatives.
- **April 2014** – the third open house provided the community with a brief recap of project status, and reviewed the key findings of the draft Nomination Document. The consultants identified the strategic sites that are being proposed, and accepted input on their redevelopment potential.

Analysis

For this analysis, the BOA was extended to encompass adjacent portions of the five neighborhoods that are located within its boundaries: Black Rock, Grant Amherst, Riverside, Upper Rock, and West Hertel.

Like the city as a whole, the total population of these five neighborhoods peaked in 1950 and had declined by over 40 percent by 2000. But between 2000 and 2013 (the most recent year for which neighborhood data is available) the population has stabilized, falling by less than one percent, in contrast to an 11 percent decline citywide.

The number of households has also declined recently, but at a slightly higher rate than the population. This has led to a rise in average household size between 2000 and 2013, from 2.4 to 2.6 persons. This trend differs from what's happening in the rest of the city and the county, where average household size continues to fall. This may be due to the dramatic increase in the number of foreign-born residents (2,030 in 2000 and 5,600 in 2013), who are more likely to live in extended families.

Combined with this increase in foreign-born residents, the racial composition is also changing. In 1950, these neighborhoods were essentially all white, with less than 100 residents listed as either black or "other" race. The white share of the population had fallen to three-quarters of the total by 2000; and 59 percent in 2013. Blacks, those of other or mixed races, and Latinos now each make up at least 20 percent of the population.

Although educational attainment has improved over time, college graduation rates were well below citywide totals in 1950, 2000, and 2013. This is reflected in the median household income, which was above the citywide median in 1950 when factory jobs were still plentiful; but had fallen 10 percent below the citywide median in 2000, and was over 20 percent lower in 2013.

Along with the decline in median household income, which fell 20 percent in constant 2015 dollars between 2000 and 2013, the poverty rate increased from 31 to 41 percent during this period. Both the 2000 and 2013 poverty rates are higher than those citywide, and the rate of growth over this period increased faster than in the city as a whole.

The five neighborhoods lost of a total of 1,000 housing units since 1950, although this 6 percent decline is substantially lower than the 33 percent loss citywide. Occu-

pancy has also fallen over this period, leading to a rise in the number of vacant units. Like the rest of the city, these neighborhoods had virtually no vacancies in 1950. However, the number of vacant housing units in the city not being marketed for sale or rent climbed from just 1,200 in 1950 to almost 10,000 in 2000, and added another 2,000 units by 2014. Within these neighborhoods, the number of vacant units went from 115 in 1950 to 1,960 in 2013, as the vacancy rate rose from less than 1 percent to 13 percent.

The median value of owner-occupied housing has consistently fallen below the citywide median. In 2000 it was 15 percent lower, and by 2013 was 25 percent lower. And like the citywide median, it fell by 27 percent between 2000 and 2013 when measured in constant 2015 dollars.

Almost 70 percent of renters in these neighborhoods paid between \$300 and \$800 per month in 2013, with a median rent of \$640. Given the low household incomes, however, 57 percent of all renters paid more than 30 percent of their income for housing; and 38 percent were paying over half of their income for rent. Just 420 households (or about 6 percent of all renters) had a monthly rent of \$1,000 or more, and half of these were located in Upper Rock.

	1950	2000	2009/13
PERSONS	55,200	32,200	32,000
White alone	100%	76%	59%
Black alone	0%	11%	21%
Latino	NA	8%	20%
College grads	3%	8%	14%
Poverty rate	NA	31%	41%
Median income	\$32,000	\$31,700	\$25,400
HOUSING UNITS	15,900	15,750	14,900
Occupied	15,700	13,400	12,300
Vacant	1%	6%	13%
Homeowners	45%	42%	38%
Median value	NA	\$72,200	\$52,900

Inventory

Infrastructure

Like most of the city, this area was largely built-out by the early 1900s, and benefits from an infrastructure network that provides nearly complete coverage for electric, natural gas, water, and sewage disposal.

There is acceptable electrical service via underground and overhead lines for both existing and proposed development in nearly all of the BOA. The distribution network consists of 5 kV overhead and buried feeders. There are also 23 kV sub-transmission and 115 kV transmission overhead lines that follow the railroad corridor. These high voltage transmission lines service private industry in the study area and the Bird Island wastewater treatment plant.

All parts of the BOA are within sufficient distance of an existing natural gas supply main, with available capacity to support future redevelopment.

All public water is obtained from the Niagara River via the Colonel Francis Ward Pumping Station located on Porter Avenue. The BOA is well-served by potable water, with public water supplies available to all properties. Two private 10-inch diameter water lines are located along Military Road north of Hertel Avenue and serve the Aurubis facility.

The sanitary sewer system includes separate sanitary sewers, combined storm and sanitary sewers, and large interceptor sewers. Sanitary sewer service is provided by the Buffalo Sewer Authority, which operates a wastewater treatment plant on Bird Island to the immediate west of the BOA.

There are no separate sanitary sewers within the BOA. Sanitary sewer service is provided by a system of combined sanitary and storm sewers. The system receives sanitary inflows from building sewers and stormwater inflows from streets, parking lots and building roof drains. These localized systems transfer flows to large mainline sewers beneath Niagara Street, Military Road, Hertel Avenue, and Ontario Street (outside of the BOA) to a large interceptor sewer within the I-190 corridor. The interceptor sewer gathers flows from large portions of the city and conveys the combined sewage to the wastewater treatment plant.

The BOA is served by several miles of combined sewer ranging from six to 114 inches in diameter. There are several areas where the combined sewer system is connected to a Combined Sewer Overflow, which indicates that the sewer service in this area is insufficient to meet peak demands during a rainfall event.

There are no significant interceptor sewers traversing the BOA study area. However, a large interceptor sewer is located along the I-190 corridor from Black Rock Harbor south to the Bird Island Wastewater Treatment Plant. Although this interceptor receives nearly all the sanitary flows from the study area, this sewer only cuts through just a small portion of the southern corner of the BOA near the terminus of Scajaquada Creek.

There are no pump stations located within the BOA. All sewers maintain positive gravity flow south to the treatment plant on Bird Island.

The storm sewer system is comprised primarily of combined sewers, combined sewer overflow sewers and storm sewer outfalls. Generally, the areas of greatest need for storm sewers have the highest levels of impervious surface coverage. Impervious surfaces in the BOA capture rainfall and convey it directly into the combined system, with an ultimate outfall to the Niagara River.

The areas with the most significant percentages of impervious cover are those between Military Road and the railroad tracks north of Hertel Avenue, and areas along the Niagara Street corridor to the north and south. Areas to the north are not served by separate storm sewers but the southern portion of the Niagara Street corridor includes separate storm overflow sewers installed in 1986.

The Black Rock Channel, Scajaquada Creek, and Niagara River are storm sewer outfall locations for significant portions of the city. During large rainfall events, significant flows of combined storm water and sewage enter these water bodies, negatively impacting water quality. Although there are only five storm sewer outfalls within the BOA, the study area contributes to five additional outfalls to adjacent bodies of water.

Transportation

The BOA is readily accessible by highway and rail. It is located at the intersection of two major transportation routes: Interstate 190 (running north-south), and the Scajaquada Expressway/NYS 198 (running east-west). The study area is also transected by the International Railway Bridge, which serves as a primary connection point for freight rail transport between Canada and the US.

The BOA includes a comprehensive network of roads and expressways. The existing network is generally classified by traffic volume and road capacity. Volume-to-capacity ratios provide a measure of the mobility and quality of travel by comparing roadway demand with the roadway supply available at the time. Within the study area, the majority of roadways are considered to have adequate capacity to support additional traffic volumes, with the exception of the area around the I-190/Scajaquada Expressway interchange, which has a lack of roadway capacity. However, it is possible that volumes on the Scajaquada have changed with the recent reduction in the speed limit from 50 to 30 mph. These two highways serve as the major limited access thoroughfares within the study area, connecting it south to downtown Buffalo, north to Niagara Falls, and east to the Kensington Expressway.

A number of interchanges along the I-190 provide connections with the local road network, particularly at the intersections of Amherst, Austin, Hertel, and Ontario.

Two interchanges connect the Scajaquada Expressway to the study area, one at the interchange with the I-190 and one at Grant Street. Speed limits on the Scajaquada have recently been reduced to 30 mph, and the New York State Department of Transportation is studying additional measures to enhance safety and improve the compatibility of the expressway with the surrounding neighborhoods.

The remaining roads primarily include arterials and collectors that move traffic to and from the I-190 and Scajaquada Expressway. The main secondary roads include West Ferry Street, West Delavan Avenue, Niagara Street, Tonawanda Street, Amherst Street, and Grant Street. The remaining roads are local streets that provide access from residential neighborhoods to the larger arterials and collectors. Nearly all roads within the BOA have sidewalks, which provide pedestrian access to community services, recreational amenities, and public transportation options.

Public transportation within the BOA consists of bus routes operated by the Niagara Frontier Transportation Authority. The NFTA operates portions of 15 bus routes within the BOA, primarily along Niagara Street, Grant Street, Amherst Street, Hertel Avenue, Military Road, and Tonawanda Street. There are 101 bus stops within the study area, connecting the main bus routes with smaller local roads, and providing easy public transportation access to most residential parcels.

The NFTA is currently working on design of the "Niagara Street Corridor Project," which calls for construction of a neighborhood transit center and 25-space park-and-ride lot at Niagara and Ontario streets, a public transportation bus loop, bicycle parking, and a pedestrian pathway to the Niagara Riverwalk/Seaway Trail System. Funding will also be used to purchase five hybrid buses equipped with traffic signal technology that will synchronize bus approaches with signals, finance four new bus shelters lit by solar power, and install bus arrival notification technology at existing bus shelters. These elements along Niagara Street will create a sustainable transportation corridor and add to the area's assets.

All main rail lines within the BOA are owned by CSX, which provides service to multiple industrial sites adjacent to or connected by other rail lines, sidings, or spurs. These lines are operated by CSX (7.4 miles), Aurubis (1.2 miles), and Canadian National Railway (0.6 mile). Amtrak has track rights as well. There are also 11 rail bridges, including the International Railway Bridge, which carries approximately 10 trains per day and \$9 billion worth of goods annually.

There are many opportunities to capitalize and expand upon existing rail service. The major north-south rail corridor includes up to four parallel tracks, and there is an existing wye in the middle that provides access to the east. There are also two connection points at the south of the BOA, including the International Railway Bridge. There are numerous industrial sites adjacent to rail lines, sidings, spurs, and abandoned rail corridors that could be put back into service.

There are no commercially navigable waterways within the BOA, although the Niagara River and Black Rock Canal to the immediate west are navigable waterways that accommodate water-based commercial transportation.

Land Use

The BOA covers a total of 650 acres, including 8 acres of water. Roughly 100 acres is taken up by right-of-way for streets and sidewalks. The remaining 541 acres consist of a variety of uses, with industrial being the most prevalent, covering 192 acres. This encompasses a range of activities, including factories, warehouses, and junk yards.

Vacant land accounts for 130 acres, and can be found throughout the BOA. Rail and utilities cover 122 acres, largely due to the many active and inactive rail lines. Residential uses total only 35 acres, but constitute 41 percent of the 838 individual parcels in the BOA.

Understanding the distribution and configuration of land **ownership** is essential for making sound reuse decisions. Ownership can be viewed from two different perspectives: public versus private; and large versus small parcels.

Of the 792 parcels with identified owners, 94 percent are privately held, indicating that redevelopment decisions will largely be based on market and financial considerations. Publicly-owned parcels are primarily vacant lots, in addition to a few sites where title to the land under privately owned and operated facilities is held by the Erie County Industrial Development Agency.

Ownership and control of **large parcels** (over 5 acres) can facilitate redevelopment by reducing or eliminating the need for extensive land assembly. There is a single public owner, and 14 private owners with holdings of five or more acres. Combined, these large landowners control 232 acres, or 42 percent of the total acreage.

Of the large holdings, six owners are actively using their land; while six sites – accounting for 88 total acres – are currently inactive. This may change if proposals to subdivide and reuse the former Contract Pharmaceuticals site for student housing are realized. Also, the single publicly-owned large site is currently being used as the city's auto impound, but could become available for redevelopment if this facility were relocated.

	Acres		Parcels	
Total	650			
Water	8	1%		
Right-of-way	101	16%		
Under ownership	541	83%	838	
Residential	35	6%	341	41%
Parks / open space	< 1	0%	5	1%
Community facilities	< 1	0%	4	0%
Commercial	59	11%	125	15%
Industrial	192	36%	111	13%
Rail and utilities	122	23%	60	7%
Vacant	130	24%	192	23%

Zoning

Current zoning within the BOA is dominated by industrial classifications, generally either M1-Light Industrial or M2-General Industrial. It also contains small portions of residential and commercial zones that are primarily located outside the study area boundaries.

The majority of land was historically used for industry and rail transportation. Areas that have been out of active industrial use for years, or that encroach upon residential neighborhoods or natural resources, should be examined to determine whether the zoning should be changed.

Potential Brownfields

Potential brownfields may consist of active, vacant, or underutilized sites. As defined by the US Environmental Protection Agency, they include any real property where the expansion, redevelopment, or reuse is complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. Brownfields are generally considered sites where previous operations have impacted the property's environmental integrity. Many times these are large former industrial sites, but they may also include smaller commercial sites such as dry cleaners, gas stations, and auto repair shops. Brownfields can have a variety of adverse impacts on a community—signifying disinvestment, posing environmental and public health threats, and impacting the local economy.

Each brownfield site is characterized as either:

- Remediated/Remediation Ongoing
- Known Contamination
- Brownfields.
- No Known Contamination
- No Site Characterization

The 46 potential brownfields within the BOA were identified based on a variety of databases, including the NYSDEC's Remediation Site Database, Spills Inventory, and Bulk Storage Facility Database, as well as the USEPA's Envirofacts database. In addition, windshield surveys were conducted to evaluate any apparent recognized environmental concerns that may indicate on-site contamination issues.

Vacant brownfield properties often present the community with the greatest opportunities for transformation. These may offer short-term redevelopment opportunities, and attract additional investment and contribute to long-term revitalization.



Implementation Strategy

The analysis of demographic characteristics and market potential, along with the inventory of assets, form the basis for establishing a vision for the Tonawanda Street Corridor. In undertaking this process, priorities must be set, since some land may not be development ready for many years. To ensure success that ultimately reaches all corners of the BOA, initial efforts need to create critical mass by focusing on targeted areas and strategic locations.

The Implementation Strategy seeks to build off the success of initiatives that have been implemented across the city, and provide a comprehensive strategy to achieve the community's desired vision. These strategies include improving the public realm, creating places for all users, and embracing the city's unique natural habitat. The plan encourages investment that is in line with city policies, local laws, and the Green Code. It is grounded in a community vision and includes detailed plans for three strategic locations: Upper Niagara Street, Scajaquada Creek, and the Free Trade Zone.

As the first step in this process, the consultant team prepared three alternative scenarios for guiding future development within the BOA. These scenarios - Industrial Expansion, Employment Diversification, and Campus Employment and Residential - were presented to the public to determine how much support there was for each. This feedback was then used to inform the city's Land Use Plan and Unified Development Ordinance.

To help frame the discussion of the alternative scenarios, a set of visioning directions and emerging principles were prepared:

Visioning Directions

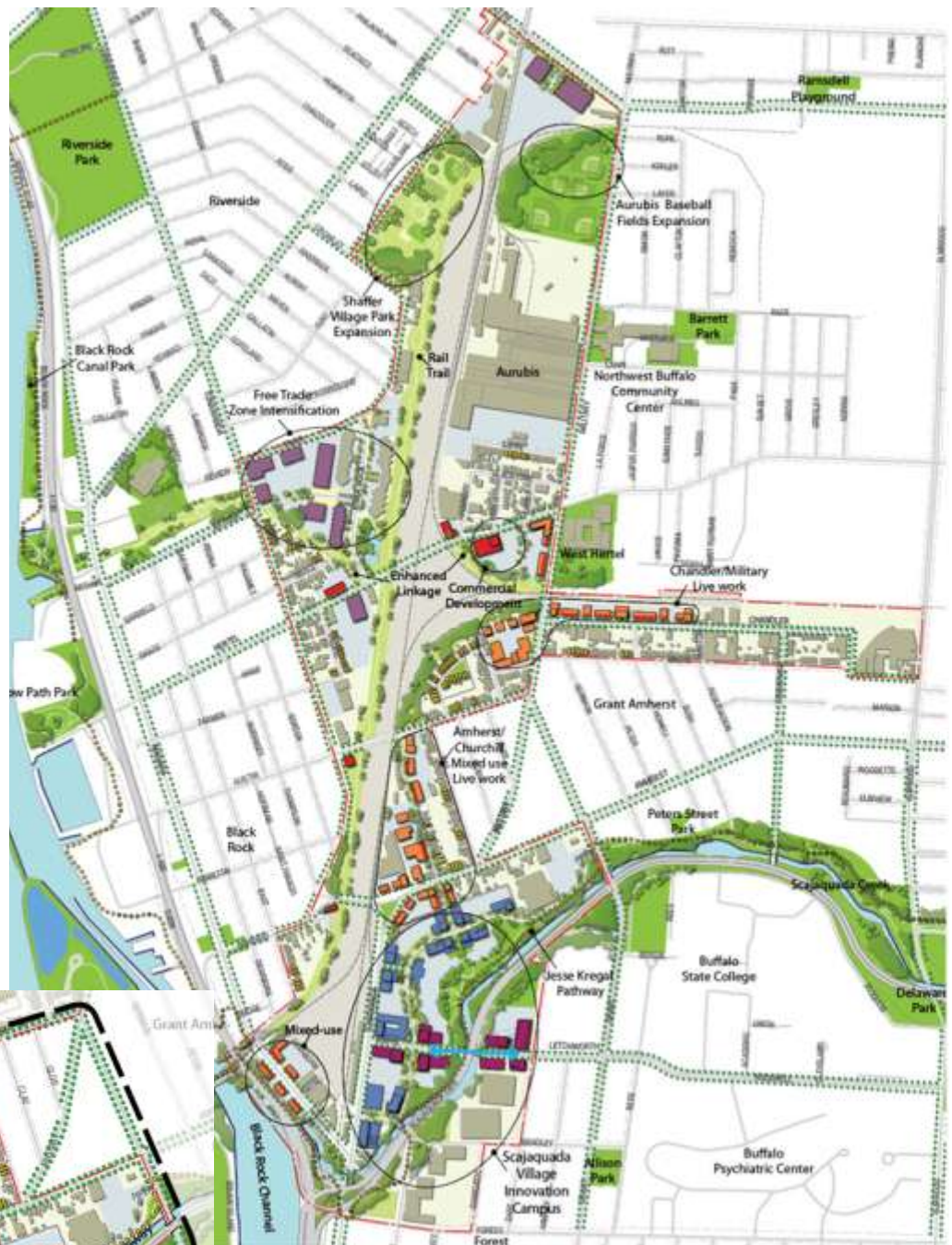
- The residential neighborhoods surrounding the BOA are important and should be strengthened.
- Significant historic resources exist and are a defining characteristic of the area.

- Emerging commercial strips serving local neighborhoods should be encouraged.
- Conflicting land uses have resulted in weakened neighborhood edges, and should be addressed.
- Buffalo State College is an important asset that should be better connected to the community.

Emerging Principles

- Restore environmental quality and improve community health.
- Enhance employment opportunities by redeveloping brownfields.
- Improve access and connectivity to destinations within and beyond the BOA, particularly to the water.
- Celebrate and enhance the character and history of the area.
- Promote housing revitalization and target residential infill.
- Examine opportunities for enhanced recreational amenities.
- Recognize Buffalo State College as an important community anchor, employer, and educator.

Scenario 2
Employment
Diversification



Scenario 3
Campus Employment
and Residential (detail)

Community Feedback

Highlights from the input provided by residents who attended the open house include:

- Desire for a cleaner economy, restoration of Scajaquada Creek, improved waterfront access, and new linkages – green and otherwise – within neighborhoods.
- Very strong support for environmental improvements to Scajaquada Creek, including repair of the watercourse and expansion of riparian areas.
- Improvements, new connections, and better access to the Jesse Kregal Trail was the quintessential “no-brainer” of the plan.
- Support for both the Scajaquada Village innovation and educational campuses, but significant opposition to the development of an industrial precinct.
- Housing infill concepts were seen as means to reweave the fabric of the overall district.
- Chandler Street drew both support and opposition to all three options for this contaminated, rail-side corridor.
- Support for proposals to improve safety, security, and comfort of railway underpasses connecting different sides of the community.
- Scattered support for ideas such as daylighting Cornelius Creek, and creating a new recreational facility to relocate the pools and ice rink from Riverside Park.
- “Campus Employment and Residential” had the support of 54 percent of open house participants, while 38 percent favored “Employment Diversification,” and just 8 percent selected “Industrial Expansion.”

	<i>Industrial Expansion</i>	<i>Employment Diversification</i>	<i>Campus Employment and Residential</i>
Likes	Environmental improvements	Scajaquada innovation campus	Scajaquada parkland
	Mixed-use nodes	Rails to trails expansion	Scajaquada Village
	Scajaquada industrial precinct	Park and trail improvements	Hertel-Military mixed-use
	Free Trade Zone intensification	Letchwork-Watts connection	Community gardens on Chandler
	Job creation	Live/work opportunities	Residential infill
	Street trees	Free Trade Zone expansion	Live/work opportunities
	Live/work opportunities	Cornelius Creek daylighting	Rails to trails expansion
	Residential infill	Shaffer Village Park expansion	Shaffer Village Park expansion
	Connectivity improvements	Aurubis baseball fields expansion	Free Trade Zone intensification
	Public art		
	Retention of recycling uses		
Dislikes	Too much industrial	Chandler live/work	Community gardens on Chandler
	Retention of recycling uses	Scajaquada innovation campus	Hertel-Military mixed use
	Lack of rails to trails	Shaffer Village Park expansion	Too costly, not feasible
	Chandler industrial intensification	Rails to trails for security reasons	Lack of boat launch
	Scajaquada industrial precinct	Free Trade Zone expansion	Free Trade Zone expansion
		Commercial development	Residential infill

Land Use and Zoning Recommendations

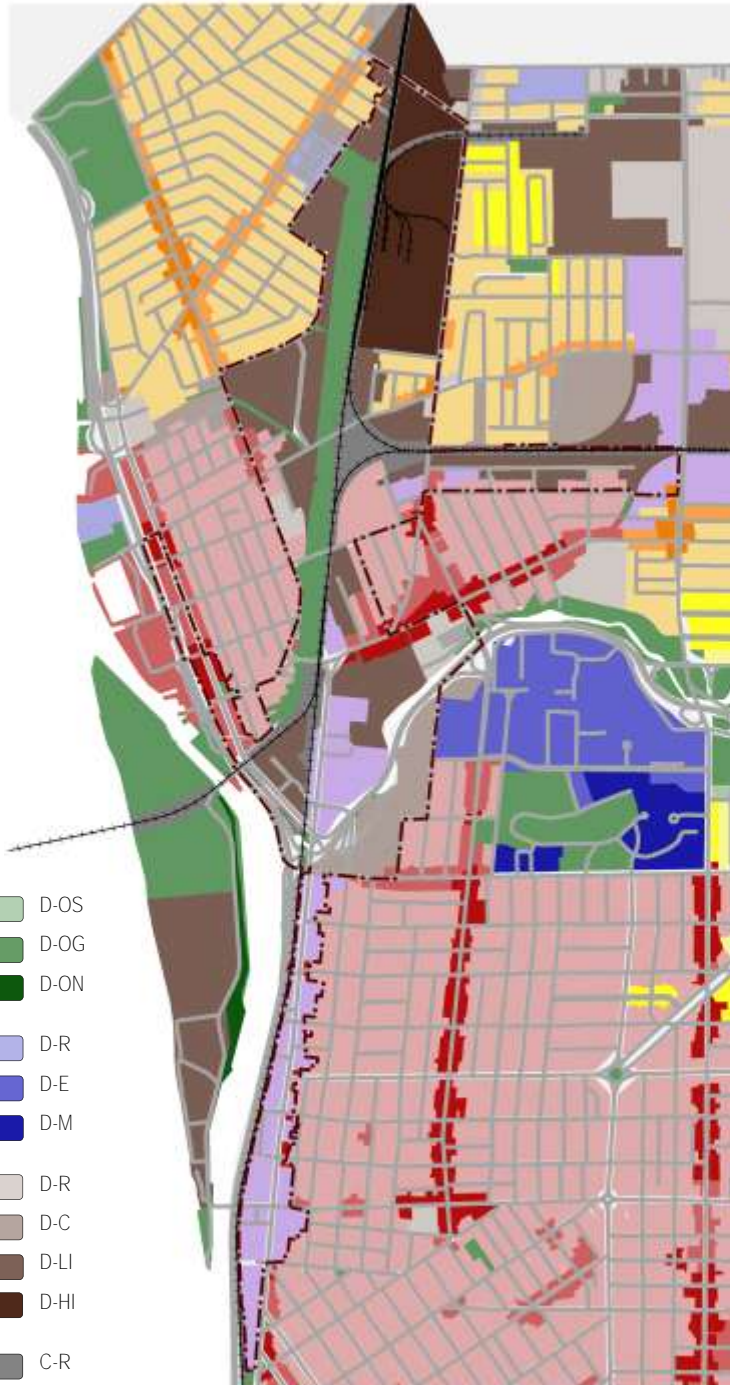
The consultant team and city used the community's feedback on the alternative scenarios to develop land use and zoning recommendations for implementation under the city's proposed Green Code.

In addition to the public input received during the BOA process, nearly 1,000 residents attended Green Code meetings that were held throughout the city. The resulting land use and zoning recommendations reflect this input, along with the city's existing and desired development character, and market trends that are driving investment.

The land use and zoning recommendations proposed for the BOA will provide guidance for the next 20 years. These designations generally offer more flexibility than the existing zoning. The Green Code is designed to lay the foundation for future development, so that the market can determine what investments make sense and where, within the parameters agreed upon by the community.

It is expected that this approach will be more adaptable and encourage greater levels of private investment. The result of this planning process will be a BOA that truly balances employment, recreational, and natural uses.

	N-1-D		D-OS
	N-1-C		D-OG
	N-1-S		D-ON
	N-2-C		D-R
	N-2-E		D-E
	N-2-R		D-M
	N-3-C		D-R
	N-3-E		D-C
	N-3-R		D-LI
	N-4-30		D-HI
	N-4-50		C-R



Marketing

The Tonawanda Street Corridor BOA underwent extensive market analysis during the Nomination Study to understand local, regional, and national contexts. Although the area's history is based on heavy industry and transportation, market projections suggest that it must advance beyond these types of uses to reach its full potential.

The Nomination Study describes market trends, while taking into consideration the complex land base and community concerns that shape the plan. As with the city's Green Code, a Smart Growth approach was employed to balance the BOA's need for economic development with preserving the built environment and targeting vacant and underutilized properties for future redevelopment.

Five principles will be used to guide decision-making:

1. Leverage existing assets
2. Diversify the economic base
3. Encourage redevelopment with public realm investments
4. Promote high-quality urban design
5. Establish a range of implementation activities

The Implementation Strategy identifies three strategic locations that meet these principles. But the BOA has also witnessed extraordinary investments since work on the study began. These investments are driven in part by the renewed development focus provided by the BOA program, and are positioned to continue as the strategic plan is implemented. The visibility and success of these projects has become one of the primary means of marketing the BOA.

In addition to these marketing opportunities, research conducted by the Western New York Regional Economic Development Council has identified eight industry clusters to target, including advanced manufacturing, bi-national logistics, professional services, and tourism. The report also calls for a comprehensive and coordinated approach to regional marketing and promotion to address the negative images of Western New York.

The BOA is best positioned to compete in advanced manufacturing, bi-national logistics, and tourism that takes advantage of its proximity to the waterfront. To advance

development opportunities in the BOA, a coordinated marketing effort is needed. Strategies to consider include:

- Marketing the BOA as a regional asset in its targeted industry clusters;
- Leveraging and promoting "Buffalo Billion" infrastructure investments;
- Uniting regional marketing power to entice businesses to expand in or relocate to the city;
- Implementing marketing campaigns to improve brand awareness of the BOA;
- Increasing direct foreign investment by targeting Canadian firms; and
- Matching company needs with incentive programs to encourage relocation or expansion.

Targeting appropriate markets will require ongoing analysis by WNYREDC and its partners. The audience for a successful marketing strategy includes investors, private sector companies, and brokers.

A marketing strategy requires multiple formats to reach potential investors. A strong web presence with industry sector and site specific content is an important avenue for pursuing a broad-based target audience. Invest Buffalo Niagara, BUDC, and ECIDA websites all currently maintain a strong presence that could be used to support the BOA. These organizations are able to maintain contact with key targets, stakeholders, and media outlets to promote positive news and foster awareness for the BOA.



The Implementation Strategy expands on previous planning efforts for the BOA, and provides recommendations for three strategic locations. A number of parcels throughout the BOA are owned by the city, and have sufficient environmental information regarding existing conditions for prospective buyers. However, most of the land is privately held, so that the assessment and remediation at these sites will be done at the discretion of individual owners.

To convey information about strategic locations and other areas of interest within the BOA, graphic representations such as plans, sections, and perspectives may need to be created. These can be used to better inform elected officials, community groups, residents, and potential investors. Additional advantages include use by news media, in advertisements, or for real estate agents looking to market specific properties.

Funding Opportunities

Implementing the BOA Plan will require the participation of numerous stakeholders, including residents, community organizations, business owners, city departments, civic leaders, and cultural institutions. By partnering together, interested parties can share knowledge and execute the projects outlined in the plan.

Financial resources are pivotal to success. The following list outlines potential funding sources. It is often possible to combine funds from various sources to support projects.

The state's **Brownfield Cleanup Program** encourages private sector cleanup and redevelopment of brownfield sites through the use of tax credits. Sites located in approved BOAs are eligible for an additional five percent credit, on top of the amount conferred by their status.

New York's **Environmental Restoration Program** provides municipalities with up to 90 percent of on-site and 100 percent of off-site costs associated with brownfield site investigation and remediation measures. Upon successful completion of the program, the municipality and future owners are released from liability for contaminants on the property prior to obtaining ownership.

The **Consolidated Funding Application** is designed to improve New York's business climate and expand economic opportunity by directing state resources to development

projects. The Western New York Regional Economic Development Council's strategic plan and implementation agenda guide investments that the state makes through its annual CFA process.

Low Income Housing Tax Credits is a state-administered program that provides federal tax credits for costs related to the development of affordable rental units. Both for- and non-profit developers can use LIHTC to construct new buildings or rehabilitate existing ones. Projects must rent at least 20 percent of the units to households with incomes at or below 50 percent of the area median; or at least 40 percent of the units to households with incomes at or below 60 percent of the area median.

The **Rehabilitation Tax Credit Program** provides a 20 percent tax credit for qualified rehabilitation expenditures, and is used in conjunction with the federal Historic Preservation Tax Incentive Program. Any commercial, industrial, or residential rental property is eligible if it is listed on the state or national register of historic places either individually or as a contributing building in a historic district. For the state credit, the property must also be located in a qualified census tract with a family income at or below the statewide median.

The **New Markets Tax Credit Program** was established to help offset investment risks in low-income communities. An organization wishing to receive funding must be certified as a Community Development Entity, demonstrate a primary mission of serving low-income communities or residents, and maintain accountability to residents through representation on its governing or advisory board. In exchange for investing in a certified project, an investor receives 39 percent of the investment value in tax credits over a seven-year schedule.

The federal **Historic Preservation Tax Incentive Program** provides investors with a 10 or 20 percent tax credit that can be claimed for the year in which an eligible building is put into service. Rehabilitation of certified historic structures qualifies for a credit equal to 20 percent of the cost of the work; while rehabilitation on non-certified structures qualifies for a credit equal to 10 percent of the cost of the work. All restored buildings and properties must be income producing and rehabilitated according to the Department of Interior's standards.

SEQRA Compliance

The BOA Plan has been prepared in accordance with guidelines established by the Departments of State and Environmental Conservation for the Step 2 Nomination Study and Step 3 Implementation Strategy phases of the BOA program. The adoption and implementation of the Plan will result in the redevelopment of several brownfield, abandoned, and vacant sites; enhanced open space and parks; new commercial, recreational and mixed-use opportunities; and improvements to access and connectivity.

Since 2008, the city has initiated a significant number of initiatives, including the preparation of a land use plan and zoning ordinance, a Local Waterfront Revitalization Program, and four BOA Nomination Studies. Based on the number and scope of these initiatives, the city decided that a consolidated environmental impact review process, through preparation of a GEIS, would be an appropriate vehicle for SEQRA compliance. As a result, the city initiated a comprehensive SEQRA review under the auspices of the Buffalo Consolidated Development Framework.

The BCDF took a number of procedural steps under SEQRA, which in part satisfy the DGEIS requirements for the BOA Plan. Common Council received a Full Environmental Assessment Form prepared on its behalf, and determined that the adoption of the components of the BCDF was a Type 1 Action under SEQRA.

Common Council assumed the role of SEQRA Lead Agency, and determined that the adoption and implementation of the BCDF may have an adverse impact on the environment and that a DGEIS must be prepared. A Positive Declaration was subsequently issued. Common Council also determined that scoping would be appropriate.

On February 16, 2016 Common Council determined that the DGEIS was complete and adequate for public review, and a public comment period began. During the comment period, the public and interested and involved agencies submitted comments regarding the evaluation and conclusions summarized in the DGEIS. Following the comment period, Common Council assembled the comments and subsequently determined the appropriate procedural steps to complete the SEQRA review. The Findings Statement was adopted on December 27, 2016

The DGEIS has been prepared in accordance with 6 NYCRR 617.10, and as such presents a more general set of analyses than a conventional, project-specific EIS. The DGEIS describes the proposed action, and includes assessments of specific anticipated impacts commensurate to the level of detail available. The analysis is based on conceptual information due to the comprehensive and prospective nature of the BOA Plan.

<i>Procedural Step</i>	<i>Citation</i>	<i>Completion date</i>	<i>DGEIS reference</i>
EAF Part 1	6 NYCRR 617.6(a)(2)	May 29, 2012	BCDF DGEIS Appendix
Lead Agency Status	6 NYCRR 617.6(b)	July 10, 2012	BCDF DGEIS Appendix
EAF Parts 2 and 3	6 NYCRR 617.6(a)(2)	July 10, 2012	BCDF DGEIS Appendix
Positive Declaration	6 NYCRR 617.12(a)(2)(ii)	July 10, 2012	BCDF DGEIS Appendix
Draft Scoping Document	6 NYCRR 617.8(b)	July 10, 2012	NA
DGEIS	6 NYCRR 617.12(a)(2)(iii)	February 16, 2016	NA
Public Comment Period	6 NYCRR 617.12(a)(2)(iii)	April 22, 2016 (closed)	BCDF DGEIS Appendix
FGEIS	6 NYCRR 617.12(a)(2)(iii)	December 13, 2016	BCDF DGEIS Appendix
Findings Statement	6 NYCRR 617.11	December 27, 2016	NA

2 OVERVIEW

2.1 Project Description

In 2011, the City of Buffalo was awarded funding from the New York State Department of State to establish the Tonawanda Street Corridor Brownfield Opportunity Area. This funding allows recipients to plan for the revitalization of underutilized, vacant, and brownfield sites by establishing a vision for their redevelopment, and strategies to return the sites to productive use.

The Tonawanda Street Corridor BOA encompasses 650 acres – roughly one square mile – in the northwest section of the city. It contains a large number of brownfields and underutilized parcels; a legacy from the industries that were once located along the Belt Line rail corridor that serves as the geographic basis for the BOA.

Redevelopment of this area will be based on its strategic location. Highways and rail lines connect to destinations in both the United States and Canada. The Niagara River and Scajaquada Creek offer access to natural settings. Ongoing efforts to restore waterfront lands, improve public amenities, and leverage nearby neighborhood attractions will bolster interest in the area and create opportunities for land uses that match the needs of the community.

The BOA builds on the work of the 2008 Tonawanda Street Corridor Plan, which recognized the potential for brownfield redevelopment, while simultaneously integrating neighborhood, commercial, and institutional assets that serve as regional attractions. Few areas in the city offer such a mix of activity and well-positioned assets.

This BOA is being evaluated as part of a Generic Environmental Impact Statement that will review the impacts of adopting three Step 2 BOAs (Buffalo Harbor, Buffalo River Corridor, and Tonawanda Street Corridor), a Step 3 BOA (South Buffalo), the Local Waterfront Revitalization Plan, changes to existing Urban Renewal Plans, and an updated Land Use Plan and Unified Development Ordinance.

The Common Council was declared lead agency, and a Positive Declaration and draft scope of work prepared. The GEIS will be submitted to the Common Council for review and approval, and a public comment period will take place prior to adoption.

2.2 Vision, Goals and Objectives

The BOA process seeks to initiate, prioritize, and guide land remediation and redevelopment by identifying economic, social, and cultural opportunities. A vision for the future must be guided with broad-based community, municipal, and state support; and solidly grounded in current and emerging challenges, initiatives, and opportunities.

The long-term goal is to pursue both environmental enhancement and sustainable development by creating a plan designed by stakeholders, including area residents, businesses, environmental advocates, and government. Consensus building began at project inception, by ensuring

that the various concerns and goals were discussed in an open fashion. Community contributions and acceptance are vital to the success of any redevelopment plan.

Planning is essential to ensure that future development does not compromise recent gains. The need to generate employment opportunities and tax revenues must be balanced with strengthening neighborhoods, expanding recreational opportunities, preserving industrial heritage, ensuring waterfront access, and improving habitats and watershed ecology.

Vision

The city's four Brownfield Opportunity Areas are all aligned with the Buffalo Green Code. This is a place-based economic development strategy designed to implement the city's Comprehensive Plan, and includes the first citywide land use plan since 1977, and the first zoning rewrite since 1953. It incorporates the city's Homestead Urban Renewal Plan, Local Waterfront Revitalization Plan, and Brownfield Opportunity Area Plans into a common vision that will guide Buffalo's physical development over the next 20 years.

The 2006 Comprehensive Plan positioned the city as Western New York's regional center, and provided a road map for reversing declines in employment, population, and environmental quality. It was driven by three principles: fix the basics and build on assets; target sustainability; and employ smart growth. The plan identified strategic investments in economic development, neighborhoods, and infrastructure; and called for a revised zoning ordinance to achieve the city's smart growth goals.

This Land Use Plan translates the Comprehensive Plan into policies for directing future growth. It assesses existing conditions and trends, and offers direction on land use, transportation, and urban design. The plan sets the foundation to revise the zoning ordinance, establish capital improvement priorities, and drive neighborhood planning efforts. It provides guidance that support community objectives, but maintains enough flexibility to take advantage of unanticipated opportunities that may arise.

The Unified Development Ordinance integrates land use and urban design into a legal framework that addresses both public and private realms. It facilitates development by protecting and strengthening what residents like about the city, while addressing aspects they dislike. The ordinance consolidates development regulations into a simple user-friendly document, providing fair and transparent rules and procedures based upon public consensus.

The vision outlined for the Green Code, along with its component parts, includes:

- Using a participatory process to establish clear and simple rules that are fairly and consistently applied, respect community diversity, incorporate existing community plans, and are revised democratically.
- Encouraging investment by making development rules predictable, setting aside land for job creation in key districts and corridors supported by cost-

effective infrastructure, and allowing for the productive and timely reuse of vacant land.

- Promoting land use patterns that encourage compact development and transportation choices to conserve energy; protect air, water, and soil quality; preserve and expand green infrastructure; and support access to wholesome food to promote healthy living.
- Respecting traditional development patterns, repairing existing neighborhood fabric, helping residents reinvent neighborhoods where the fabric is beyond repair, and preserving the city's architectural heritage and the physical context that supports it.
- Creating the conditions for growth by making the city attractive to newcomers, meeting the aspirations of current residents, and sharing the benefits of city life equitably with this generation and those to come.

Goals and Objectives

The Tonawanda Street Corridor BOA is grounded in three main goals: grow the economy, strengthen neighborhoods, and repair the environment.

Grow the economy

A strong economy is the foundation for successful neighborhoods and a healthy environment. The BOA is designed to promote growth along the waterfront and within industrial and commercial centers.

These place-based assets are at the heart of Buffalo's economic recovery. Reduced property taxes and streamlined permit approvals are already making it easier and more attractive to invest. The plan builds on this momentum by targeting suitable sites for development and employment opportunities.

A successful city concentrates knowledge, assets, and talent; and encourages innovation and creativity. It nurtures the social and economic networks necessary to produce both wealth and community cohesion. By building on its historic strengths, Buffalo will be better positioned to compete for investments and jobs, and expand economic opportunity and equity for all residents.

As the city transitions to a knowledge-based economy, locational needs and requirements are changing. Industry used to require a great deal of land to support its activities, while far less is needed in the new economy. At the same

time, location—in dense, mixed-use, lively places—is becoming more important to building and maintaining business relationships.

Although manufacturing has declined both locally and nationally, Buffalo still has a strong industrial presence. There is sufficient land to accommodate demands for advanced manufacturing, primary and back office space, and facilities for biomedical and educational facilities, yet it is not always shovel-ready. Aggressive efforts to prepare sites and structures for redevelopment must continue.

Strengthen neighborhoods

Buffalo benefits from diverse, walkable neighborhoods that are linked by public transit. A number have recently experienced rising demand and investment; others have remained relatively stable; while some suffer from issues that limit their potential, such as vacancy, abandonment, and absentee landlords.

It is important to preserve the unique assets that define individual neighborhoods. Supporting and maintaining strong neighborhoods is the key to attracting and retaining residents, bolstering the city's tax base, and reducing the region's carbon footprint.

The strategy for addressing Buffalo's neighborhoods was originally outlined in the Comprehensive Plan: fix the basics and build on assets. Neighborhoods that are doing well should be closely monitored to make sure that they remain attractive locations for residential and commercial investment.

Stable neighborhoods must receive attention to ensure that they continue on the right path. Public investments should be targeted to upgrade infrastructure and community facilities. Infill development that is pedestrian-scaled, and capable of supporting a range of transportation options should be encouraged to repair any tears in the neighborhood fabric.

Neighborhoods that have experienced disinvestment require special attention, with an emphasis on long-term recovery. Homeowners must feel confident that investments in repairs and upgrades will remain secure. Vacant land must be managed creatively, keeping as much as possible in active uses to reduce the negative impacts on neighboring properties, while land banking key parcels to maximize long-term development potential.

Repair the environment

Buffalo was largely built out by 1950, during a time when little thought was given to environmental impacts. The city was built by draining wetlands and channelizing streams; using the land, water, and air to dispose of waste; and constructing homes, schools, and workplaces with asbestos and lead-based paint. These actions are now recognized as having caused serious harm to the environment, residents, and the economic sustainability of the city.

Although these abuses have largely been curtailed, their ongoing impacts must continue to be addressed to avoid undermining the revitalization of city neighborhoods and employment centers. While encouraging walkable, transit-served places offers clear ecological benefits, efforts to tackle these legacy environmental challenges must remain a priority.

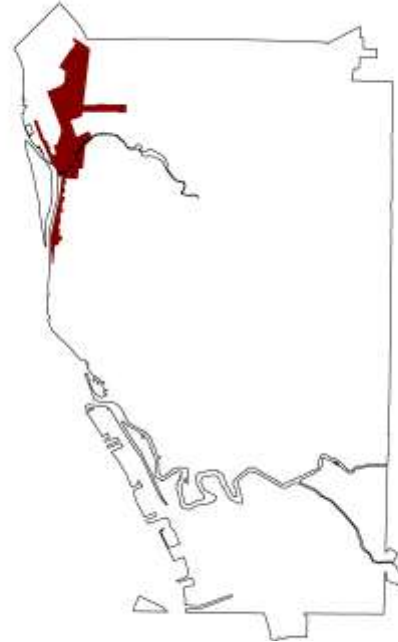
The city's environmental quality shows continued improvement, due to the impact of legislation such as the Clean Air and Clean Water acts adopted in the 1970s, ongoing remediation efforts along its waterways, and efforts to address contaminated sites through various brownfield programs. Work to restore native habitats began in 1972, when Tifft Nature Preserve was established on the site of former docks and landfill, and has continued through the 2006 dedication of Times Beach Nature Preserve.

The BOA will facilitate restoring natural systems and open space, conserving energy and water, and reducing the city's impact on the global environment. This approach will lighten Buffalo's overall development footprint, while providing a sense of permanence and character that bolsters both property values and quality of life.

2.3 Boundary

The boundaries were selected to include heavy industrial areas along the Belt Line rail corridor. These include Aurubis Buffalo, Chandler Street, the Buffalo Free Trade Complex, Tonawanda Street, Scajaquada Creek, and the Niagara Street corridor. A number of mixed-use neighborhoods surround these employment centers, including Black Rock, Grant-Amherst, Riverside, West Hertel, and Upper Rock. [Maps 2.1 and 2.2]

The northern boundary is Skillen Street; the eastern boundary includes rail and industrial properties which form the edge of residential areas; the southern edge extends along Niagara Street to Albany; and the western boundary links to the Niagara River via the Black Rock Channel and the International Railroad Bridge.



2.4 Community Participation

A community participation plan was designed to enable input at a variety of levels and stages during the development of the Nomination Document. The plan was organized around project tasks to provide timely inputs to deliverables. A range of opportunities for community involvement were identified, from public open houses to small stakeholder sessions. The project website also provided opportunities for interested parties to submit comments.

The consultation process employed numerous outreach methods to ensure robust public and private participation. The design and production of accessible materials, and the provision of multiple opportunities for feedback were seen as essential to a successful communication strategy.

Several different audiences were engaged during the planning process. In order to effectively communicate with each group, contact lists were developed and updated with names, addresses, phone numbers, and e-mail addresses. These lists included residents, block clubs, non-profits and community groups; advocacy organizations, educational institutions, businesses and developers; county, state, and federal agencies; city departments and boards; elected officials; and steering committee members. Opportunities for community participation included:

Stakeholder Sessions

A series of stakeholder sessions were held in November 2011 and January 2012, to assist the consultant team in understanding the dynamics of the study area. These sessions included developers and investors, businesses and large landholders, non-profits and community-based organizations, regulatory agencies, and city departments that serve the community.

These early consultations were designed to:

- Inform stakeholders about the study process and objectives;
- Discuss issues and opportunities, along with policy and development concerns; and
- Identify potential projects and initiatives that would benefit the community.

A “Business Breakfast” was also held in June 2012, to provide business owners and developers with an opportunity to more openly discuss their objectives outside of a public forum.

Map 2.1 Boundaries



Map 2.2 Aerial view



Steering Committee Meetings

A 20-member steering committee was appointed to review material prepared by the consultant team, provide input regarding project direction, and serve as liaisons to the larger community. Members included representatives from local businesses, developers, community-based organizations and other non-profits, institutions, and the general public. Staff from agencies providing project support were also invited to attend steering committee meetings. A total of five meetings were held during the course of the Step 2 process:

- **December 2011** – the initial meeting introduced the project team; provided overviews of the BOA program and study process; and included breakout sessions to allow participants to brainstorm key issues, challenges, opportunities, and goals and aspirations.
- **January 2012** – the second meeting reviewed consultant analysis and findings to date; introduced the visioning process that would be employed at the first open house; and included breakout sessions to discuss types of desired uses and locations, infrastructure needs, and phasing of proposed improvements.
- **June 2012** – the third meeting reviewed and discussed three alternative scenarios for future development.
- **February 2014** – the fourth meeting reviewed the draft Nomination Document and initial strategic sites, discussed concerns, and proposed changes.

Open Houses

A total of four open houses were held over the course of the planning process to share information with the public and solicit comments and feedback:

- **January 2012** – the first open house introduced the project objectives, provided an overview of the analysis conducted to date, and then broke out into visioning sessions to allow participants to discuss emerging principles and their vision for the BOA over the next two decades.
- **June 2012** – the second open house started with a brief review of the community input from the prior meeting, discussed the economic analysis for the BOA, and laid out a set of emerging principles to guide redevelopment. The consultants provided workbooks outlining the three alternative development scenarios, and asked participants to mark these up with their thoughts and comments. The meeting concluded with a facilitated discussion on initial reactions to the alternative scenarios.
- **April 2014** – the third open house provided the community with a brief recap of project status, and reviewed the key findings of the draft Nomination Document. The consultants identified the strategic sites that are being proposed, and accepted input on their redevelopment potential.

3 ANALYSIS

3.1 Community and Regional Setting

Buffalo is the regional center of Western New York, which consists of Erie, Niagara, Orleans, Genesee, Wyoming, Allegany, Cattaraugus, and Chautauqua counties. Erie and Niagara are the most urbanized, and together form the Buffalo-Niagara Falls Metropolitan Statistical Area.

The regional setting reflects long-term trends in Erie and Niagara counties. Buffalo's population peaked in 1950, and had fallen 55 percent by 2010; Niagara County peaked in 1960, and had fallen 11 percent by 2010; while Erie County peaked in 1970, and had fallen 17 percent by 2010. [Figure 3.1]

These declines reflect the lack of economic growth in Western New York over the past 60 years. The region was historically dependent on manufacturing and trade for its job base. Manufacturing underwent a major restructuring in the second half of the 20th century, which led to industrial facilities relocating from the Northeast and Midwest to the West and South, and later overseas. Population growth mirrored these trends, which also had a significant impact on the region's role as a shipping hub, as markets shifted further away from Western New York.

Beyond the impacts of manufacturing decline, cities were also beginning to experience the effects of suburbanization. The rise of bedroom communities in the 1950s initiated a massive shift in population. Yet Buffalo remains the regional center in terms of government, finance, medicine, education, and the arts; providing the city with a strong foundation for future growth.

The region's transition from manufacturing to a service-based economy has been slow, but is now firmly underway. The University of Buffalo is a major research institution that advances the technological capabilities of the region. The training offered by UB and other higher education providers represents a significant resource; while the Buffalo Niagara Medical Campus reinforces Buffalo's position as a center for biomedical technology to drive the region's growth in the service-based economy.

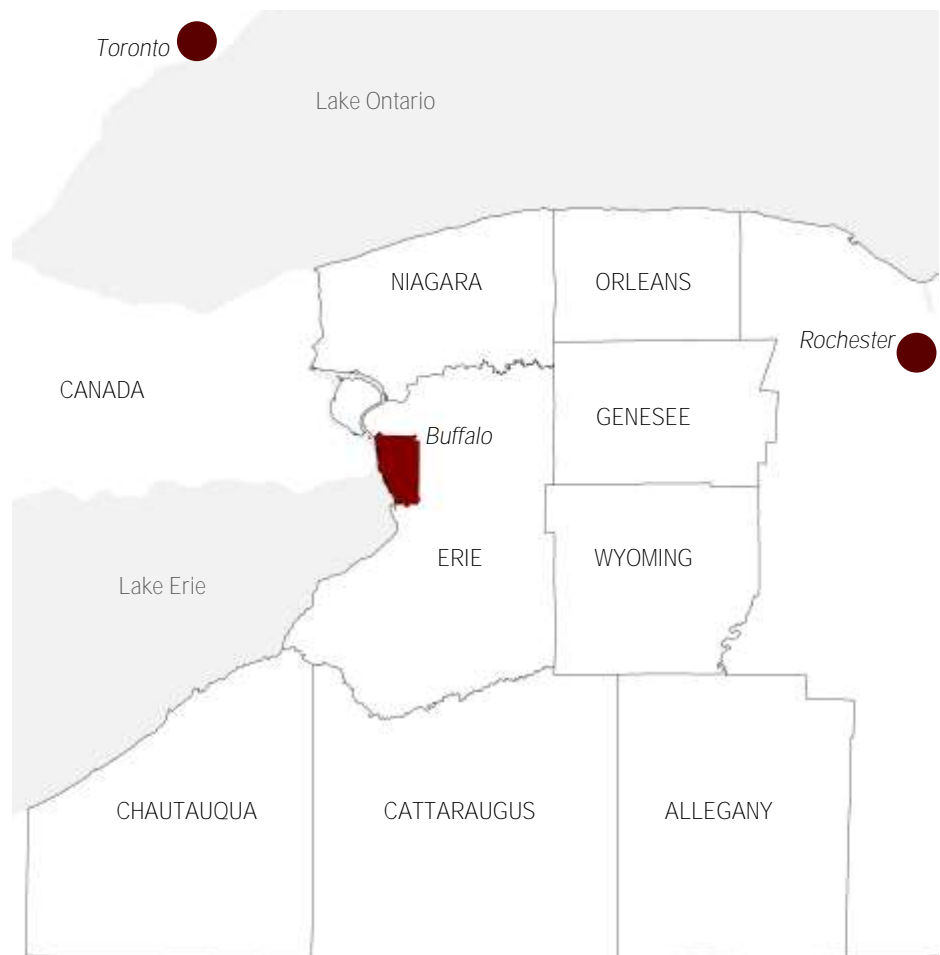
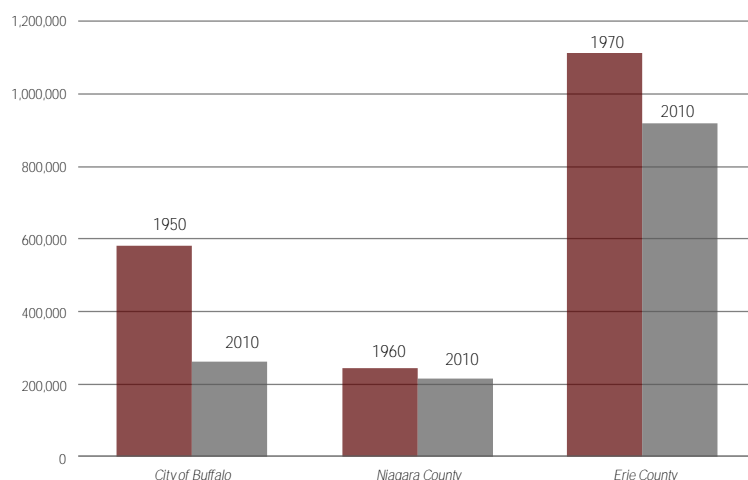


Figure 3.1 Population change



Western New York also benefits from its relationship with Toronto and Southern Ontario, which offers significant opportunities for development on both sides of the border. Increasing international trade and cross-border relationships have been a long-term trend. Initially spurred by the North American Free Trade Agreement, the region has become a portal for Canadian businesses seeking to access US markets.

Economic activity resulting from bi-national trade is expected to be a continuing source of regional growth. As Canadian firms seek greater operational efficiencies and access to the larger US market, more facilities and jobs will be located on this side of the border, with Buffalo positioned to capture a significant portion of this investment.

The goal is to turn Western New York into a place where people choose to live, rather than leave. In the industrial economy, locational decisions were based on factors such as access to raw materials, proximity to markets, and the cost of transporting goods. Today, employment flows to places with workforce synergies and a high quality of life. Where people want to live plays an increasing role in regional success.

Quality of life is a broad, somewhat abstract concept that includes economic opportunities, cost of living, education, public safety, housing options, environmental health, arts and culture, and recreation. No single place can excel in all areas; but the purpose of all efforts must be to enhance the quality of life within the city and region.

Opportunities

- Use the area's **skilled workforce** and **higher education** institutions to provide the capacity for renewed economic growth.
- Build on **cultural diversity** by welcoming and integrating the growing numbers of immigrants and refugees into the economic and social networks.
- Leverage the **tourism** focused on Niagara Falls with complementary assets such as architecture, industrial heritage, arts and music, food and beverage, sports and recreation, and fishing and hunting.
- Take advantage of excess **transportation** capacity while restructuring the existing system to become more multi-modal and responsive to urban form.
- Enhance the city's unique **urban form**, dictated by the confluence of Lake Erie with the Niagara and Buffalo rivers, and guided by the subsequent efforts of Joseph Ellicott and Frederick Law Olmsted.
- Maximize **natural resources** by making recreation and natural beauty part of the regional lifestyle, and by restoring ecosystem function and resilience.
- Emphasize **history and heritage** to enhance a sense of place and increase regional appeal.

Challenges

- **Economic diversification** is well underway, but needs to be accelerated to achieve net growth.
- Disinvestment has outpaced private sector investment in recent decades. **Barriers to investment** must be overcome to address issues such as legacy industrial and commercial contamination.
- The region suffers from both misconceptions and real concerns regarding quality of life. Positive demonstrations are needed to **enhance the image** of the city and region.
- The economic restructuring of the region will require a **physical restructuring**, including new land use patterns, revitalized neighborhoods, and updated transportation systems.
- Without sacrificing its heritage, the region must **address obsolescence** and upgrade its housing, transportation, and community facilities; and employ best practices and state-of-the-art urban design.

3.2 Community and Regional Trends

Demographic, employment, and real estate trends all impact the potential for future redevelopment. There are a number of options that could reasonably be considered for the BOA, yet most market and economic indicators are still relatively weak, both within the city and the region. Therefore, the rate of new development for any selected use should be expected to unfold over a period of years. Low demand for residential and non-residential land uses also suggests that subsidies and incentives may be required to attract developers and investors, at least in the near term.

Demographic Trends

Population and household growth within the region have been constrained over the past few decades by a general lack of economic opportunities. Recent population changes between 2000 and 2014 reflect overall net losses at both the city and county levels; although estimates since 2010 indicate that the county has grown by roughly 4,100 persons, while the city's rate of decline has slowed considerably, with a loss of just 2,500 residents over the past four years. As with population, the city experienced a loss of 12,600 households between 2000 and 2014; although the rate of decline has also been slowing recently. [Figure 3.2]

The county's median age of 40.8 is well above the city's median of 32.7. Although the city had 28 percent of the

total county population in 2014, this was not evenly distributed among age groups. [Figure 3.3] The city had 33 percent of all persons under age 24, and 32 percent of those between 25 and 44. But as persons age, they are more likely to live in the suburbs, as just 23 percent of those 45 to 64, and less than 22 percent of those over 65 reside in the city.

The two largest age cohorts in the United States are Millennials (currently ages 15 to 35) and Baby Boomers (ages 51 to 69). The city has a unique opportunity to retain a greater share of Millennials as they reach the age when persons typically begin leaving cities for the suburbs; as well as the potential for drawing back empty nesters among Baby Boomers looking to downsize.

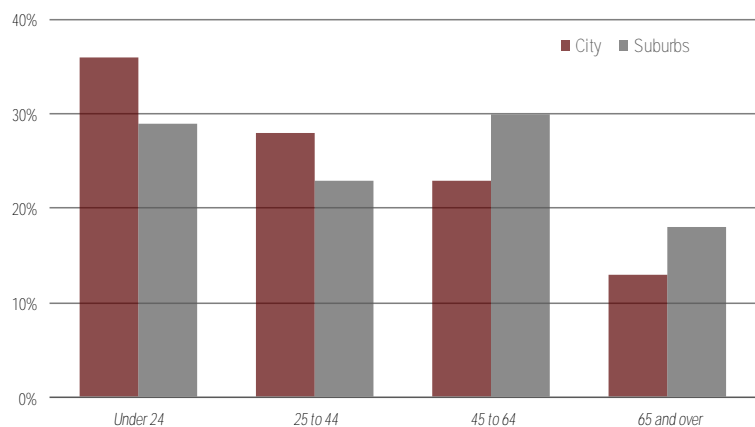
When adjusted for inflation, median household income in Erie County declined by 5.4 percent between 2000 and 2014, going from \$53,400 to \$50,500. There are various factors contributing to this, including a growing number of households being headed by retirees, as well as the continuing increase in one-person households, which therefore have just a single income. Median household incomes in the city also decreased between 2000 and 2014, from \$35,100 to \$32,100. Household incomes in the city have traditionally been below those of the county, and fell slightly from 66 to 64 percent of the countywide median during this period.

Figure 3.2 City of Buffalo demographic trends

	1950	2000	2014	2014 County
PERSONS	580,100	292,600	258,700	922,800
Density	14,100	7,200	6,500	890
White alone	94%	55%	47%	78%
Black alone	6%	37%	37%	13%
Other races	0%	8%	16%	9%
Latino	NA	8%	11%	5%
Foreign born	12%	4%	9%	7%
College grads	5%	18%	24%	32%
Poverty rate	NA	27%	31%	15%
Median income	\$30,900	\$35,100	\$32,100	\$50,500
HOUSING UNITS	166,700	145,600	131,600	421,200
Occupied	164,700	122,700	110,100	383,700
Household size	3.5	2.4	2.2	2.2
For sale	<1%	6%	4%	2%
For rent	<1%	14%	7%	6%
Vacant	1%	7%	11%	6%
Homeowners	44%	44%	40%	65%
Median value	NA	\$84,900	\$70,400	\$132,700

Source: US Census Bureau

Figure 3.3 Age distribution in 2014



Employment Trends

Total employment in Erie County rose by over 13,000 between 2000 and 2014, from 431,180 to 444,470. [Figure 3.4] Private sector jobs represented about 80 percent of the 2014 total. The region has seen this number increase by 5.5 percent since 2000, while government employment has declined by 3.7 percent. The largest number of employees work in education and health care, retail trade, manufacturing, and accommodations and food services; with professional services and management, and finance, insurance, and real estate also accounting for a significant number of jobs.

Like many regions across the country, the manufacturing sector recorded the greatest losses since 2000, with a decline of over 15,000 jobs. These losses are projected to continue, although efforts to promote advanced manufacturing are designed to slow this trend. While the overall losses were not as great, wholesale trade declined 41 percent (7,700 jobs) and information declined 29 percent (2,900 jobs). On the other side of the ledger, education and health care gained 15,000 jobs, accommodations and food service grew by almost 11,000, and finance, insurance, and real estate were up over 6,000.

Figure 3.4 Erie County employment trends

	2000		2014		Change	
CLASSIFICATION	431,180		444,470		13,290	3%
Private	335,580	78%	354,190	80%	18,610	6%
Government	75,170	17%	72,380	16%	(2,790)	-4%
Self-employed / family	20,430	5%	17,900	4%	(2,530)	-12%
SECTOR	431,180		444,470			
Education and health care	110,320	26%	125,470	28%	15,150	14%
Retail trade	50,930	12%	54,780	12%	3,850	8%
Manufacturing	62,250	14%	46,680	11%	(15,570)	-25%
Accommodation and food service	32,340	8%	43,080	10%	10,740	33%
Professional and management	34,660	8%	41,100	9%	6,440	19%
Finance, insurance, real estate	28,690	7%	34,970	8%	6,280	22%
All other	111,990	26%	98,390	22%	(13,600)	-12%
OCCUPATION	431,180		444,470			
Management and business	149,730	35%	170,530	38%	20,800	14%
Sales and office	121,260	28%	111,640	25%	(9,620)	-8%
Service	67,290	16%	82,050	18%	14,760	22%
Production and transportation	62,790	15%	51,020	11%	(11,770)	-19%
Construction and maintenance	30,110	7%	29,230	7%	(880)	-3%

Source: US Census Bureau

Similar to the gains and losses among sectors, the number of persons employed in production and transportation occupations declined by more than 11,000, while employment in management, business, and science occupations rose by 20,800, and service occupations increased by almost 15,000. Employment growth in sectors with significant shares of lower wage workers, such as health care, accommodations, and food service, coupled with ongoing losses in higher-paying manufacturing jobs, have also contributed to the decline in median household income.

With respect to the city, total employment dropped by 3,910 between 2000 and 2014, from 114,060 to 110,150. [Figure 3.5] This reflects a loss of over 4,800 government

positions, which was only partially offset by a gain of 2,000 private sector jobs.

The largest employment sectors in the city are similar to those in the county as a whole, although losses in manufacturing were more severe (down 38 percent), and gains in accommodation and food service more robust (up 44 percent).

Given the decline in manufacturing, the loss among production and transportation occupations outpaced that of the county, falling by 25 percent between 2000 and 2014. Sales and office occupations also fell; although management, business, and science rose by 8 percent, and service occupations were up 14 percent.

Figure 3.5 City of Buffalo employment trends

	2000		2014		Change	
CLASSIFICATION	114,060		110,150		(3,910)	-3%
Private	87,400	77%	89,410	81%	2,010	2%
Government	22,180	19%	17,370	16%	(4,810)	-22%
Self-employed / family	4,480	4%	3,370	3%	(1,110)	-25%
SECTOR	114,060		110,150			
Education and health care	32,380	28%	33,480	30%	1,100	3%
Retail trade	12,170	11%	12,710	12%	540	4%
Manufacturing	14,910	13%	9,210	8%	(5,700)	-38%
Accommodation and food service	9,490	8%	13,700	12%	4,210	44%
Professional and management	9,770	9%	10,600	10%	830	8%
Finance, insurance, real estate	6,510	6%	6,720	6%	210	3%
All other	28,830	25%	23,730	22%	(5,100)	-18%
OCCUPATION	114,060		110,150			
Management and business	33,290	29%	35,920	33%	2,630	8%
Sales and office	30,770	27%	26,200	24%	(4,570)	-15%
Service	24,050	21%	27,410	25%	3,360	14%
Production and transportation	19,560	17%	14,660	13%	(4,900)	-25%
Construction and maintenance	6,390	6%	5,960	5%	(430)	-7%

Source: US Census Bureau

Stagnant population growth and an aging workforce represent economic development challenges, since these will force businesses to be more aggressive in attracting workers. This suggests that efforts to retrain the existing workforce to support shifts into new and emerging industry sectors as part of on-going economic diversification planning will be required.

Employment sectors that offer the best potential for growth include producer services, information technology, biomedical, industrial machinery and services, food and materials processing and distribution, back office and outsourcing, and travel and tourism.

- Professional and technology establishments are potential users of business parks, particularly if relationships can be established with area research centers to help support growth in these sectors. These firms require both office space and specialized flex-building space for research and development activities. High-speed internet linkages are critical, and electric demand may also be high.
- Biomedical includes the manufacturing sector producing pharmaceutical, nutraceutical, and cosmeceutical products; research and development of physical, engineering, and life sciences; as well as medical equipment development and manufacturing. New or expanding firms in this cluster will most likely want to locate near research centers and existing campuses.
- Industrial machinery has been a mainstay of the region's manufacturing base, but national trends suggest that this cluster is not expected to be a source of significant future employment growth. However, the labor force from this cluster provides an asset for diversifying the sector towards advanced manufacturing with industries that produce high technology goods or use advanced technologies to produce goods, such as SolarCity.
- Processing and distribution represent several industry sectors that combine to offer a dynamic relationship between processing facilities and the distribution network. These rank relatively low in terms of regional employment, but offer growth potential based on national trends. Sustaining and expanding these clusters will depend on a number of factors, one of which is a strong and integrated distribution network. Buffalo is well-located to become more of a logistics hub due to its access to rail, water, road, and air

transportation systems. Increases in energy costs are fostering a resurgence of rail as a means of moving goods over long distances. The region occupies a strategic position on an international border, with the potential for developing logistics facilities.

- Back office and outsourcing includes telephone answering centers, telemarketing, and credit bureau operations. These uses could be readily integrated into a professional office park or within renovated commercial or industrial buildings. These types of jobs do not generally require a high skill level, so could potentially draw from the large number of service sector employees in the area.
- Travel and tourism is the third largest source of employment in the region. This cluster is one of the most diverse, encompassing accommodations; cultural, recreational, and amusement facilities; food service facilities; passenger transportation services; and travel-related retail sales.

Real Estate Trends

Based on data provided by CBRE, the **industrial market** in Erie and Niagara counties included an inventory of 64.7 million square feet in 2014. [Figure 3.6] Manufacturing uses occupied half of this inventory, with warehouses accounting for another 36 percent and flex space the remaining 14 percent. For 2014, net absorption totalled just over 900,000 sf. This led to a decline in the overall vacancy rate from 5.7 at the end of 2013 to 4.5 percent, which represents the lowest rate since 2005. The current vacancy rate among industrial buildings is less than half the national rate of 10.6 percent, which is the tenth consecutive year that the national market has been outperformed locally.

Just 88,000 sf of new industrial space was added in 2014, which is well below the average of 240,000 sf that has been added annually since 2000. The lack of new construction has had positive impacts, however, as tenants have been absorbing older, existing industrial space. The addition of 1.2 msf of space when Solar City is completed in 2016 will have a significant impact on the industrial inventory.

Only 14 percent of the region's industrial inventory consists of owner-occupied buildings, indicating that supply is primarily driven by developers. As a result, new

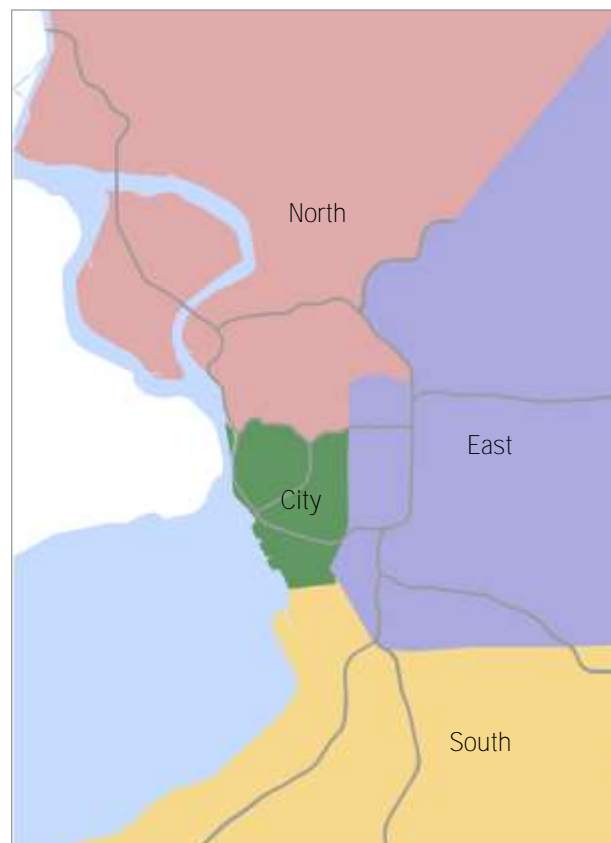
Figure 3.6 Industrial market; 2014 Q4

	<i>Inventory</i>	<i>Available</i>	<i>Vacancy</i>
TOTAL	64,694,000	2,893,000	4.5%
Flex	8,840,000	729,000	8%
Manufacturing	32,558,000	1,173,000	4%
Warehouse	23,296,000	991,000	4%
City	12,080,000	361,000	3.0%
Flex	523,000	0	0%
Manufacturing	7,755,000	262,000	3%
Warehouse	3,802,000	99,000	3%
North	18,690,000	847,000	4.5%
Flex	2,921,000	363,000	12%
Manufacturing	10,383,000	260,000	3%
Warehouse	5,386,000	224,000	4%
East	23,546,000	1,202,000	5.1%
Flex	3,713,000	285,000	8%
Manufacturing	7,503,000	504,000	7%
Warehouse	12,330,000	413,000	3%
South	10,375,000	484,000	4.7%
Flex	1,682,000	81,000	5%
Manufacturing	6,916,000	148,000	2%
Warehouse	1,777,000	255,000	14%

Source: CBRE

construction will likely require pre-leasing or financial incentives, since speculative development will be limited due to slow projected employment growth over the near-term.

The city submarket, which encompasses the areas within the Scajaquada and Kensington Expressways, contains 12.1 msf of industrial space, and had a 2014 vacancy rate of 3.0 percent, down from 6.3 percent in 2013. Over 400,000 sf was absorbed during the past year, leaving just over 360,000 sf available.



The land supply in Buffalo and the region is presumed to be adequate to support demand for new industrial construction. However, much of this land is not in premier locations, and will need upgraded infrastructure as well as financial incentives to compete with more marketable, shovel-ready locations such as Buffalo Lakeside Commerce Park.

Based on employment projections and targeted sectors, flex buildings and other small-scale spaces appear to offer reasonable industrial development potential. These types of facilities can be planned and developed incrementally, allowing the building supply to grow as market demand dictates. The city currently has only six percent of the regional inventory of flex buildings, but no vacancies within this sector.

Industry growth projections and anticipated support from state and regional agencies for businesses in these clusters suggests that they could provide a viable component of future land use. Flex buildings are also more easily integrated into mixed-use business parks since they are less obtrusive than traditional manufacturing facilities.

The availability of rail access is also likely to be a positive factor for supporting new construction, as well as the re-use of any remaining manufacturing and warehousing facilities, if regional economic plans to promote food and materials processing and multi-modal distribution facilities continue to receive support and incentives.

Figure 3.7 Office market; 2014 Q4

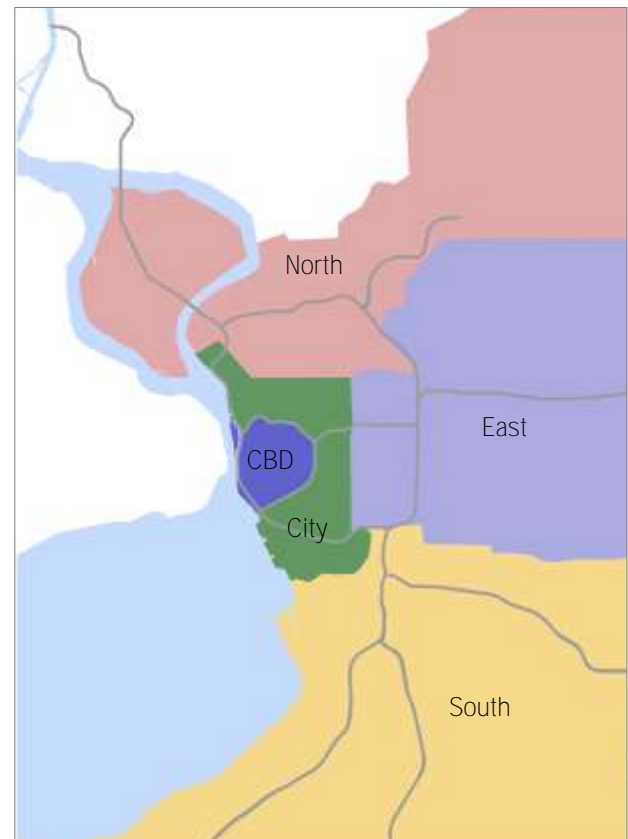
	<i>Inventory</i>	<i>Available</i>	<i>Vacancy</i>
TOTAL	26,951,000	3,766,000	14.0%
Class A	8,473,000	1,414,000	17%
Class B	12,794,000	1,685,000	13%
Flex	5,684,000	667,000	12%
CBD	9,129,000	1,713,000	18.8%
Class A	4,408,000	963,000	22%
Class B	4,569,000	750,000	16%
Flex	152,000	0	0%
City	2,624,000	352,000	13.4%
Class A	797,000	0	0%
Class B	1,044,000	230,000	22%
Flex	783,000	122,000	16%
North	8,279,000	985,000	11.9%
Class A	2,117,000	404,000	19%
Class B	3,356,000	308,000	9%
Flex	2,806,000	273,000	10%
East	5,001,000	459,000	9.2%
Class A	809,000	18,000	2%
Class B	2,581,000	224,000	9%
Flex	1,611,000	217,000	13%
South	1,919,000	257,000	13.4%
Class A	342,000	29,000	8%
Class B	1,245,000	172,000	14%
Flex	332,000	56,000	17%

Source: CBRE

The regional **office market** had an inventory of approximately 27 million square feet in 2014, with almost half in Class B, 31 percent in Class A, and 21 percent in Flex. [Figure 3.7] Over the past several years the regional office market has been relatively stable from a vacancy perspective. The overall vacancy rate for all classes (A, B, and Flex) rose from 13.6 percent in 2013 to 14.0 percent in 2014. This places it in line with the national vacancy rate of 13.9 percent, which is its lowest level since 2008.

The city's office inventory includes almost 11.8 msf, or 44 percent of the regional supply. Over three-quarters of the city's inventory is located in the Central Business District, with over 9.1 msf. The CBD had a vacancy rate of 18.8 percent in 2014, which is an increase over prior years. Much of this can be attributed to One Seneca Tower, which currently has almost 900,000 sf of unleased space on the market, constituting over 90 percent of the city's available Class A space.

The overall quality of downtown office space is improving through both new construction and redevelopment activity. Recently completed and ongoing projects at One Canalside, Catholic Health, Compass East, Conventus, and 250 Delaware indicate continued faith in this market.



The rest of the city outside the CBD performed well, with vacancies dropping from 16.0 percent at the end of 2013 to 13.4 percent in 2014. New projects in pockets such as the Larkin District have also led to an increase in rental rates. Suburban markets remain stable, with an overall vacancy rate of 11.2 percent, compared to a national rate of 15.5 percent in suburban locations. However, it's been reported that some long-time tenants have begun to look at downtown as a feasible relocation option as leases expire.

While this market remains relatively strong, demand for new construction will be limited over the next few years. Based on recent absorption levels, the CBD has a 10 to 12 year supply of available space, and continued renovation of the existing inventory into higher quality space may lessen demand for new construction. Vacancy in the remainder of the city is currently 350,000 sf, but this predominantly Class B inventory will need to continue to offer competitive lease rates in order to sustain occupancy levels.

Given these market conditions, the demand for conventional office buildings is expected to be relatively modest. Competition for office development would come from existing and future development in the city's Larkin District which is successfully attracting office and mixed-use projects.

The regional **retail market** had an inventory totaling approximately 26.6 million square feet in 2014. [Figure 3.8] This includes freestanding stores, shopping centers, and malls. The overall vacancy rate across all these facilities was 10.2 percent, which represents the lowest rate since 2000, and is below the national average of 11.5 percent. Across the region, net absorption over the past year increased by over 360,000 sf.

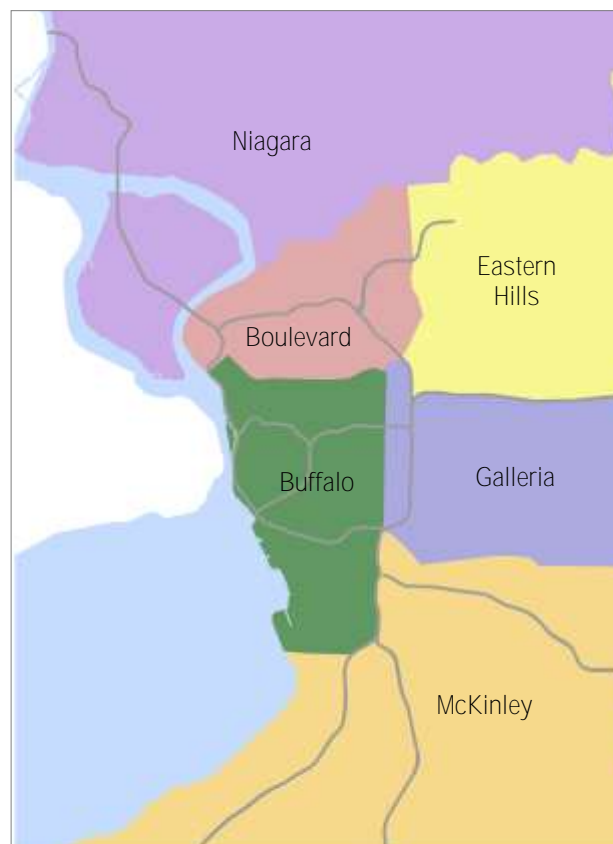
In contrast to industrial and office markets, the city contains less than 10 percent of the regional retail inventory. Retail in the city underperformed the rest of the region, with a vacancy rate of 16.4 percent, compared to 9.5 percent in suburban Erie County, and 11.0 percent in Niagara County. On the positive side, the Elmwood and Hertel shopping districts continued to do well, HarborCenter and One Canalside are bringing new retail to the city, and traditional retailers have begun joining bars and restaurants in expressing interest in the CBD.

However, the beneficial impacts of Canadian shoppers on local retail faces uncertainty. Some retailers around the

Figure 3.8 Retail market; 2014 Q4

	Inventory	Available	Vacancy
TOTAL	26,625,000	2,727,000	10.2%
Buffalo	2,087,000	341,000	16%
Boulevard	5,497,000	540,000	10%
Eastern Hills	4,065,000	221,000	5%
Galleria	5,454,000	611,000	11%
McKinley	5,402,000	560,000	10%
Niagara	4,120,000	454,000	11%

Source: CBRE



Galleria Mall and in Niagara County report that up to 40 percent of sales are to Canadians, but the exchange rate for the Canadian dollar is currently at its lowest level since 2004. This is being reflected in a decrease in border crossings between 2014 and 2015 – down 5 percent at the

Peace Bridge, 15 percent at the Rainbow Bridge, and 20 percent at the Whirlpool Bridge. If these shoppers decide to stay home, a significant portion of the regional retail market could be affected.

As a result, the demand for any sizeable square footage of additional retail is probably the most questionable among commercial uses. The CBD is the city's strongest retail area, but it appears as though demand there will remain moderate in the near term, with renovated space offering more opportunities than new construction.

Some retail nodes could potentially be added at locations with highway access. These would not be totally dependent on local households for support, especially if prior levels of Canadian shoppers can be recaptured. Any new retail facilities offering general merchandise would likely be created at the expense of existing businesses, since total retail demand is not expected to increase substantially given the low projected growth in regional population and employment.

The **residential market** has remained stable regionally, with the median value for owner-occupied housing in Erie County rising from \$88,200 to \$131,800 between 2000 and 2014. The average annual increase has been between 2 and 4 percent, with only a few years where growth either exceeded or fell below this rate. In constant 2015 dollars, countywide values increased by 2.1 percent, going from \$126,200 in 2000 to \$132,700 in 2014. This compares to a national increase of 6.6 percent during this 14-year period. [Figure 3.9]

Countywide appreciation has been affected by declining values in the city. Suburban housing values increased by 3.9 percent in constant 2015 dollars, going from \$134,900 to \$140,100; but city values fell from \$84,900 to \$70,400, representing a decline of 17.1 percent. There were wide variations among city neighborhoods, however. Median values ranged from a low of \$24,200 to a high of \$347,100 in 2013 (the most recent year that figures are available at the census tract level); and some areas appreciated by up to 65 percent between 2000 and 2013, while others declined by over 50 percent in constant 2015 dollars.

Rental housing represents almost 60 percent of the city's stock [Figure 2.2]. Among the almost 65,700 rental units that were on the market in 2014, 4,640 – or 7 percent – were being offered for rent or awaiting occupancy. While this is a bit higher than the 5 percent target that indicates a healthy balance between supply and demand (and much improved from the 14 percent figure in 2000), the citywide average again masks wide variations among neighborhoods. In some, apartment vacancies were under one percent in 2013; while in others the rate topped 10 percent, with a handful exceeding 20 percent.

The city issued building permits for 1,680 new housing units between 2000 and 2014, including 750 single-family and 930 multi-family units. [Figure 3.10] Yet Buffalo's building activity represented only 7 percent of the 22,740 permits issued in Erie County during this period, meaning that over 13 units went up in the suburbs for every one built in the city. Permit activity has also been steadily declining in both the city and suburbs. While the city permitted an average of 287 units annually during the late 1990s, that number has dropped to an average of 88 since 2010. [Figure 3.11]

Figure 3.9 Median housing values (in 2015 dollars)

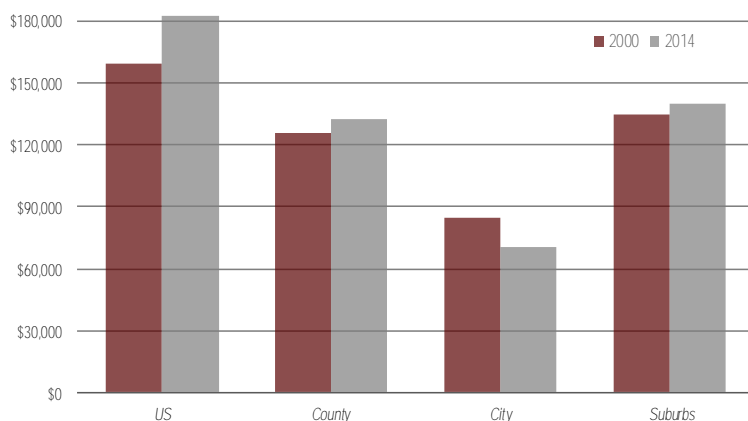
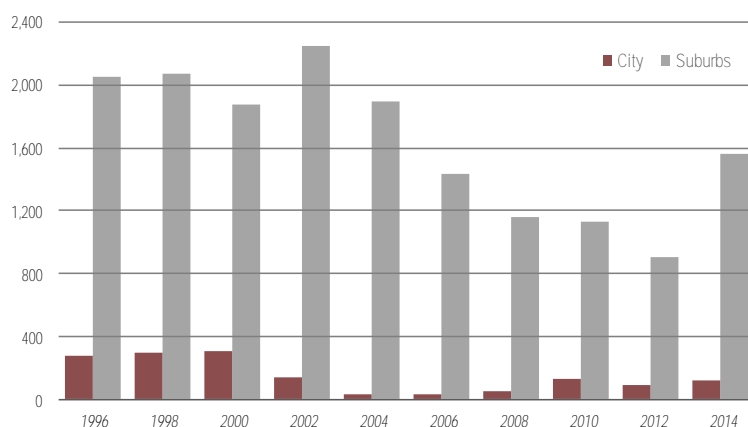


Figure 3.10 Erie County building permits issued



Compensating for this lack of new construction has been a rise in the number of units created through the adaptive reuse of non-residential structures. It is estimated that over the past decade more than 800 new rental units have been completed, and another 200 are in the planning or construction stages.

Census data indicates that the city experienced a net loss of 14,000 housing units between 2000 and 2014, a decrease of almost 10 percent of its stock. [Figure 3.2] Despite the removal of these abandoned units, the number of vacant housing units that are not being marketed for sale or rent still climbed from 7 to 11 percent during this period. It is unlikely that the current balance of over 15,000 vacant units – some of which have been pulled from the market by owners who do not wish to rent at this time, others that have been abandoned – can be absorbed in a region that continues to add 1,500 new suburban units annually.

As a result, demand for new residential development in the city will continue to be moderate, and limited regional population growth is not expected to result in any marked impacts on this trend in the near-term. Given the anticipated population changes over the next few years – where growth will be concentrated in the near-retirement and retirement age groups, with only modest increases in younger households – potential regional demand is likely to be focused within the following niches:

Figure 3.11 Building permits by decade

	City	Suburbs	Ratio
1996 to 2014	149	1,624	11 to 1
1990s	287	2,027	7 to 1
2000s	124	1,646	13 to 1
2010s	88	1,257	14 to 1

Source: US Census Bureau

Senior housing: An estimated 7,000 households will be entering this market segment countywide over the next 10 years. Projected increases in income levels for these age groups suggest that they may be able to afford somewhat higher housing costs if they choose to downsize into a retirement-oriented living facilities.

Rental housing: An estimated 2,000 households will be added in the 25 to 34 age group over the next five years. Although this does not represent a huge increase in demand, the city currently has a larger share of its population in these age groups, and could build on this base.

Luxury housing: Although a small share the city's housing market, high-end apartments and condominiums have met with success downtown and along the waterfront. Absorption is likely to remain slow, and may need to be part of a mixed-use development to attract private investment.

3.3 Tonawanda Street Corridor Trends

For this analysis, the BOA was extended to encompass adjacent portions of the five neighborhoods that are located within its boundaries: Black Rock, Grant Amherst, Riverside, Upper Rock, and West Hertel. [Map 2.1]

Like the city as a whole, the total population of these five neighborhoods peaked in 1950 and had declined by over 40 percent by 2000. [Figure 2.12] But between 2000 and 2013 (the most recent year for which neighborhood data is available) the population has stabilized, falling by less than one percent, in contrast to an 11 percent decline citywide.

The number of households has also declined recently, but at a slightly higher rate than the population. This has led to a rise in average household size between 2000 and 2013, from 2.4 to 2.6 persons. This trend differs from what's happening in the rest of the city and the county, where average household size continues to fall. This may be due to the dramatic increase in the number of foreign-born residents (2,030 in 2000 and 5,600 in 2013), who are more likely to live in extended families.

Combined with this increase in foreign-born residents, the racial composition is also changing. In 1950, these neighborhoods were essentially all white, with less than 100 residents listed as either black or "other" race. The white share of the population had fallen to three-quarters of the total by 2000; and 59 percent in 2013. Blacks, those of other or mixed races, and Latinos now each make up at least 20 percent of the population.

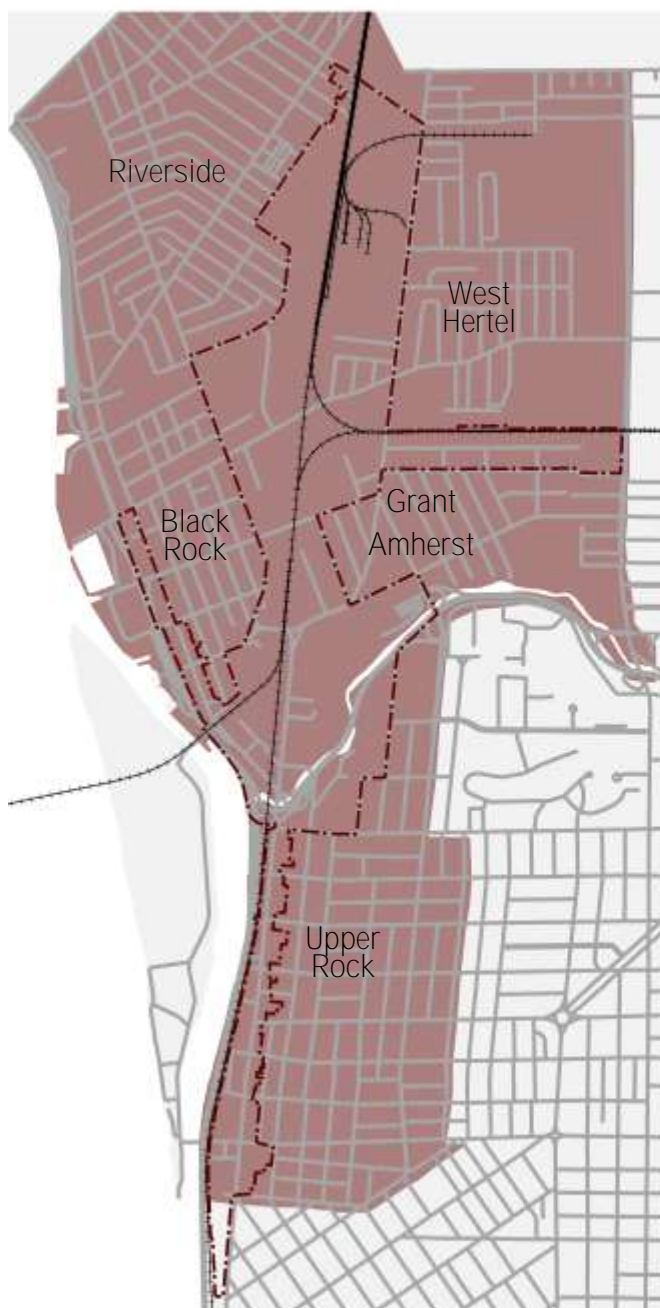
Although educational attainment has improved over time, college graduation rates were well below citywide totals in 1950, 2000, and 2013. This is reflected in the median household income, which was above the citywide median in 1950 when factory jobs were still plentiful; but had fallen 10 percent below the citywide median in 2000, and was over 20 percent lower in 2013.

Along with the decline in median household income, which fell 20 percent in constant 2015 dollars between 2000 and 2013, the poverty rate increased from 31 to 41 percent during this period. Both the 2000 and 2013 poverty rates are higher than those citywide, and the rate of growth over this period increased faster than in the city as a whole.

The five neighborhoods lost of a total of 1,000 housing units since 1950, although this 6 percent decline is substantially lower than the 33 percent loss citywide. Occupancy has also fallen over this period, leading to a

rise in the number of vacant units. Like the rest of the city, these neighborhoods had virtually no vacancies in 1950. With little housing built during the Great Depression and World War II, the immediate post-war years saw tremendous pressures placed on the existing stock.

Map 3.1 BOA neighborhoods



Bursting at the seams and with little developable land available, Buffalo began witnessing a massive shift of its population to the surrounding suburbs, which were experiencing a building boom. Yet as the suburbs grew, many city neighborhoods began to face increasing abandonment as residents moved away but were not replaced. The number of vacant housing units in the city not being marketed for sale or rent climbed from just 1,200 in 1950 to almost 10,000 in 2000, and added another 2,000 units by 2014. Within these neighborhoods, the number of vacant units went from 115 in 1950 to 1,960 in 2013, as the vacancy rate rose from less than 1 percent to 13 percent.

The median value of owner-occupied housing has consistently fallen below the citywide median. In 2000 it was 15 percent lower, and by 2013 was 25 percent lower. And like the citywide median, it fell by 27 percent between 2000 and 2013 when measured in constant 2015 dollars.

Almost 70 percent of renters in these neighborhoods paid between \$300 and \$800 per month in 2013, with a median rent of \$640. Given the low household incomes, however, 57 percent of all renters paid more than 30 percent of their income for housing; and 38 percent were paying over half of their income for rent. Just 420 households (or about 6 percent of all renters) had a monthly rent of \$1,000 or more, and half of these were located in Upper Rock.

Due to high vacancies and relatively low rents and values, no new residential construction was completed in these neighborhoods between 2000 and 2012. But over the past couple of years, a number of adaptive reuse projects have either been completed or announced, all of which include a market-rate housing component.

A pair of mixed-use projects have transformed long-vacant structures on Elmwood Avenue: Houk Lofts consists of 22 apartments and a tattoo parlor; and Foundry Lofts includes 48 apartments, 21 hotel rooms, a banquet facility, yoga studio, and office space.

Work is underway at 960 Busti, which will feature 18 apartment units and commercial space; 1088 Niagara, with apartments, a Tim Horton's, and additional retail; and 1502 Niagara, where the Cresendo will add 41 lofts and commercial space. Plans are pending for recent acquisitions of 1360 Niagara, a 67,000 square foot daylight factory that previously housed Garrett Leather; and 1469 Niagara, an 8,400 square foot mixed-use structure.

Figure 3.12 BOA demographic trends

	1950	2000	2009/13
PERSONS	55,200	32,200	32,000
Density	13,600	7,950	7,700
White alone	100%	76%	59%
Black alone	0%	11%	21%
Other races	0%	13%	20%
Latino	NA	8%	20%
Foreign born	17%	6%	18%
College grads	3%	8%	14%
Poverty rate	NA	31%	41%
Median income	\$32,000	\$31,700	\$25,400
HOUSING UNITS	15,900	15,750	14,900
Occupied	15,700	13,400	12,300
Household size	3.5	2.4	2.6
For sale	<1%	5.6%	1.9%
For rent	<1%	11.8%	6.9%
Vacant	1%	6%	13%
Homeowners	45%	42%	38%
Median value	NA	\$72,200	\$52,900

Source: US Census Bureau

4 INVENTORY

The purpose of this inventory is to provide a better understanding of existing conditions; clarify the regulatory framework; recognize opportunities and potential barriers to redevelopment; and identify assets and opportunities that can leverage investments.

Scajaquada Creek and the Niagara River have served as the location of concentrated industrial development since the 1830s. Commodore Oliver Hazard Perry oversaw a naval yard in Scajaquada Creek during the War of 1812.

4.1 Natural Resources

Geology and Soils

The BOA is comprised of two distinct bedrock formations. The portion west of Military Road and Tonawanda Street (54 percent of the study area) is generally mapped as Camillus Shale, a soft bedrock. The bedrock within the eastern portion (40 percent of the study area) is comprised of Akron Dolostone, a fine grained sedimentary rock. South of Breckenridge Street, the bedrock is Onondaga Limestone, which makes up 6 percent of the study area. The Camillus Shale and Akron Dolostone bedrock stretch in thin bands across Western New York. The depth to bedrock is generally 400 to 700 feet below grade.

The BOA is comprised entirely of lacustrine silt and clay, which are laminated layers of silt and clay deposited in glacial lakes historically found throughout New York State. Lacustrine silt and clay contains low permeability soils, resulting in the potential for land instability on parcels not previously graded or sufficiently compacted. As most land has already been disturbed, concerns for future development resulting from the instability of the lacustrine silt and clay are relatively low.

According to the Soil Survey of Erie County, there are a number of distinct soil types within the BOA. Since limited site-specific information is available and on-site conditions can vary among properties, investigations will be needed to confirm site suitability prior to development.

The majority of soil (98.5 percent) is mapped as urban land, a miscellaneous soil type which is generally charac-

terized by 80 percent or more of the surface having been disturbed through previous residential, commercial, and industrial construction activities. In most cases, the soil coverage consists of buildings, paved surfaces, demolition fill, capped remediation areas, or other man-made materials. Areas in the BOA include landfills, former marshes, and floodplains. Generally, soils underlying these impervious urban land areas have not been identified. Therefore, careful onsite investigation is essential to determine the suitability and limitations for any proposed use.

A small portion of the BOA, between Hertel Avenue and Sayre Street, east of the CSX rail right of way, is mapped as Urban Land-Cayuga Complex. Soils in this series are generally covered with urban residential, commercial and industrial development. However, they also contain pockets of the well-drained Cayuga soils. Slopes in this soil series are generally flat, ranging from 0 to less than 3 percent. Cayuga soils are composed of silty loam and are generally not well-suited for building construction.

Several small portions of the BOA in the vicinity of Skillen Street, Austin Street, Tonawanda Street and Chandler Street are mapped as Urban Land-Odesa Complex. Soils in this series are primarily disturbed urban land, with small pockets of poorly drained Odesa soils dispersed throughout the soil complex. Slopes vary between 0 and 3 percent. Odesa soils are composed of silty loam with a high organic content and are subject to a high water table. Areas of undisturbed Odesa soils are not suited for development and may contain unmapped wetlands.

Four small portions of the BOA are mapped as Urban Land-Schoharie Complex; a small area along Tonawanda Street north of Hertel Avenue; a small area along East Street south of Amherst Street; a small area north of Forest Ave; and the northern Niagara Street corridor north of Parish Street. Soils in this series are flat (0 to 3% slopes) and primarily comprised of developed urban land, with small pockets of well drained Schoharie soils. Schoharie soils are composed of silty clay loam with a seasonally high water table. Due to the clayey composition of the Schoharie soils, building construction is generally limited.

Small portions of the southern extent of the Niagara Street corridor are classified as Urban Land-Lima Complex. These areas are located east of Niagara Street north of West Delevan Avenue, Lafayette Avenue, and south of West Ferry Street along the easternmost edge of the project boundary. This soil class makes up less than one percent of the total project area. Soils in this complex consist of nearly level to gently sloping areas (1 to 6 percent) of Urban land and moderately well drained Lima soils. This land is typically characterized by 60 percent urban land that is mostly covered by concrete, asphalt, buildings or other impervious surfaces; 30 percent Lima soils; and 10 percent other soils. Lima soils have a perched seasonal high water table in the lower part of the subsoil in the spring. Undisturbed areas in this class are generally suited to lawns, shrubs and vegetable gardens. Larger areas are suited to parks and recreational uses. Onsite investigation is necessary to determine the suitability and limitations of this complex for any proposed use. [Map 4.1]

Topography

Slopes throughout the BOA are generally flat, having been physically altered over the past century by residential, industrial and commercial development. Scajaquada Creek sits at the lowest elevation in the BOA at 571 feet above mean sea level. The elevation of the BOA increases gradually to a high point of approximately 630 feet above mean sea level along the CSX railroad embankments north and west of the Aurubis baseball fields in the northern portion of the BOA. The majority of the study area (90 percent) is characterized by slopes of less than 2 percent. Steeper slopes are generally present in areas along the Scajaquada Creek corridor, and highways located in the study area (Interstates I-190 and I-198) where retaining walls exist. In addition, there are steeper slopes located in the vicinity of the raised rail corridor in the northern portion of the study area. These areas, primarily associated with the

study area's transportation networks and waterways, would not be suitable or likely targeted for redevelopment.

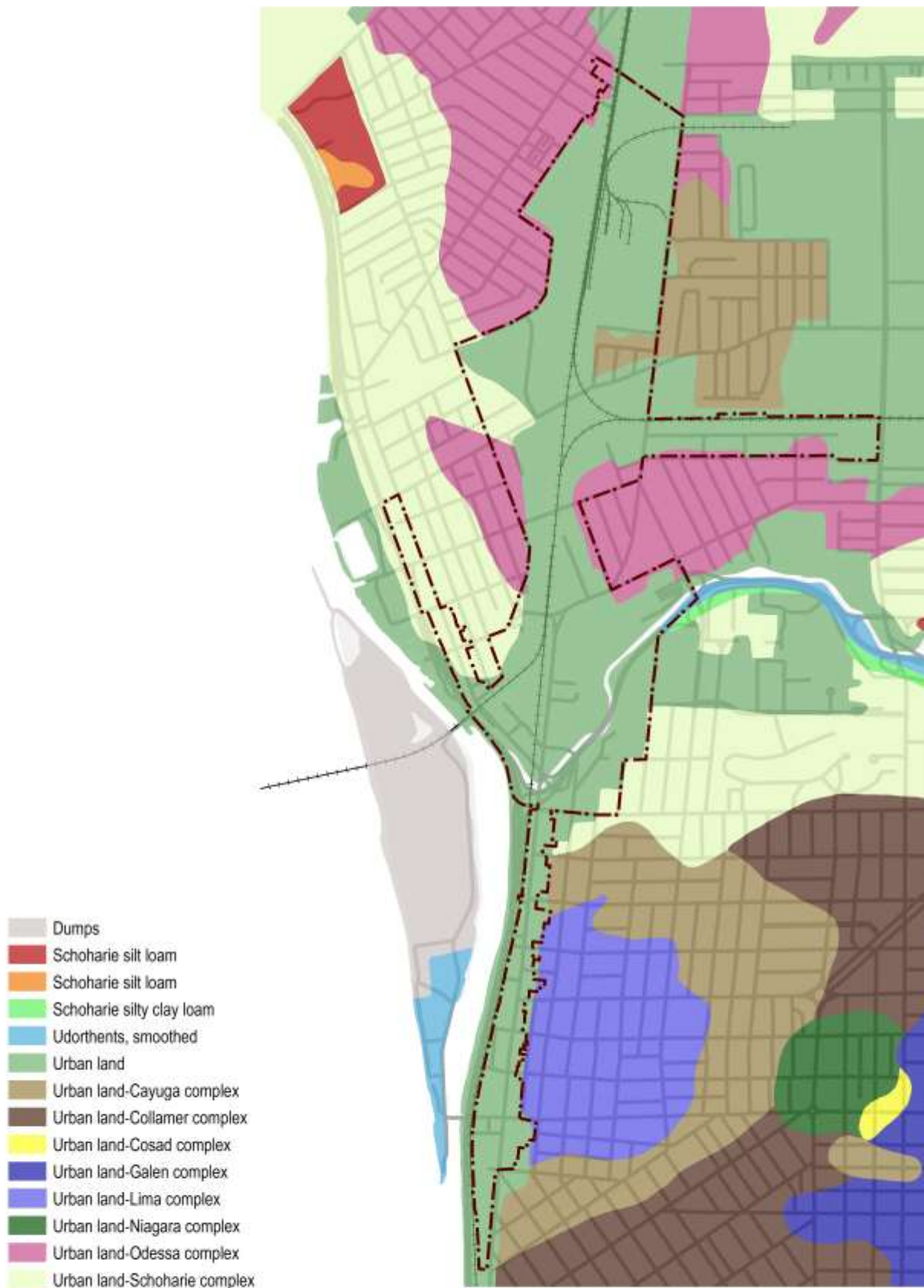
Surface Water

The BOA is located in the southwestern portion of the 160-square mile **Niagara River** sub-watershed, the waters of which ultimately drain into the Black Rock Canal and the Niagara River. The Niagara River has been designated by the International Joint Commission as an "Area of Concern" due to the severe environmental degradation that has occurred within and adjacent to the waterway. The US-Canada Great Lakes Water Quality Agreement defines AOCs as "geographic areas that fail to meet the general or specific objectives of the agreement where such failure has caused or is likely to cause impairment of beneficial use of the area's ability to support aquatic life." As required under the Great Lakes Water Quality Agreement, all AOCs must complete a Remedial Action Plan. The NYSDEC has appointed a 12-member Remedial Advisory Committee representing government officials, public interest groups, and private citizens to advise and assist in implementing the Niagara River RAP.

Scajaquada Creek bisects the BOA, intersecting at the location where Niagara Street turns to the northwest. Nearly 4,400 linear feet of the creek traverse the BOA between Grant Street and the mouth of Scajaquada Creek at the Black Rock Canal. The headwaters of the creek are located 13 miles east in the Town of Lancaster.

The segment of Scajaquada Creek in the BOA is classified as a Class B waterbody. NYSDEC describes the best use of Class B waters as primary and secondary contact recreation and fishing. These waters are also suitable for fish, shellfish, and wildlife propagation and survival. This segment is also considered to be impaired. Impaired segments are waterbodies that have well documented water quality problems that have resulted in precluded, impaired or stressed uses. The precluded or impaired uses in Lower Scajaquada Creek include public bathing, aquatic life, and recreation. Habitat, hydrology and aesthetic uses are considered to be stressed. The known or suspected pollutants of concern include odors, floatables, dissolved oxygen, phosphorus nutrients, pathogens and silt/sediment. Identified pollutant sources include Combined Sewer Overflows, urban stormwater runoff, habitat and hydrological modification and toxic contaminated sediment.

Map 4.1 Soil types



The creek serves as the drainage point for approximately 29 square miles. By the early 1900s, it had become a waste receptacle for the residences and businesses located along its shoreline. This resulted in a portion of the creek, from the city line to Main Street, being culverted in the Scajaquada Drain and buried underground in an attempt to limit dumping and control flooding. Today, Scajaquada Creek still serves as a CSO waterbody, where combined stormwater and wastewater discharge directly into the creek without treatment during heavy rainfall or snow melt events. The creek's sewer overflows, coupled with the level of environmental degradation caused by surface water contamination, present serious problems for future recreational use of the creek, and for the redevelopment potential of the neighboring parcels.

Scajaquada Creek has been identified as one the most polluted tributaries contributing to the Niagara River AOC. The preparation of the Scajaquada Creek Watershed Management Plan in 2004 enumerates the past degradation and contamination along the creek, and outlines a general framework for improving water quality and protecting the watershed in the future. The Scajaquada Creek Initiative Working Group was formed to focus on identifying contributing factors and contaminant sources affecting the creek. It is comprised of representatives of natural resource agencies, elected officials, municipalities, local non-profits, and community members who are concerned with the health of the watershed and who are determined to ensure that appropriate management measures can be implemented that will control these sources of pollution.

Black Rock Channel is where Scajaquada Creek ultimately empties into the Niagara River. The channel extends north from Buffalo Harbor before entering the Black Rock Lock and emptying into the Niagara River west of Austin Street. The existing Black Rock Channel was completed in 1913 as part of the Erie Canal system, in an effort that enhanced the channel that had been originally constructed in 1833. It is operated and maintained by the United States Army Corps of Engineers, whose mission ensures safe passage for commercial and recreational vessels traveling north and east between Lake Erie, Lake Ontario, and the Erie Canal System.

Cornelius Creek runs underground parallel to Hertel Avenue, emptying into the Niagara River between Arthur Street and the Interstate 190 ramp. The entire creek was piped underground in the early 1900s, leaving the only exposed section at its Niagara River terminus. According to NYSDEC regulations Cornelius Creek is categorized as Class C fresh surface water, the best usage of which is

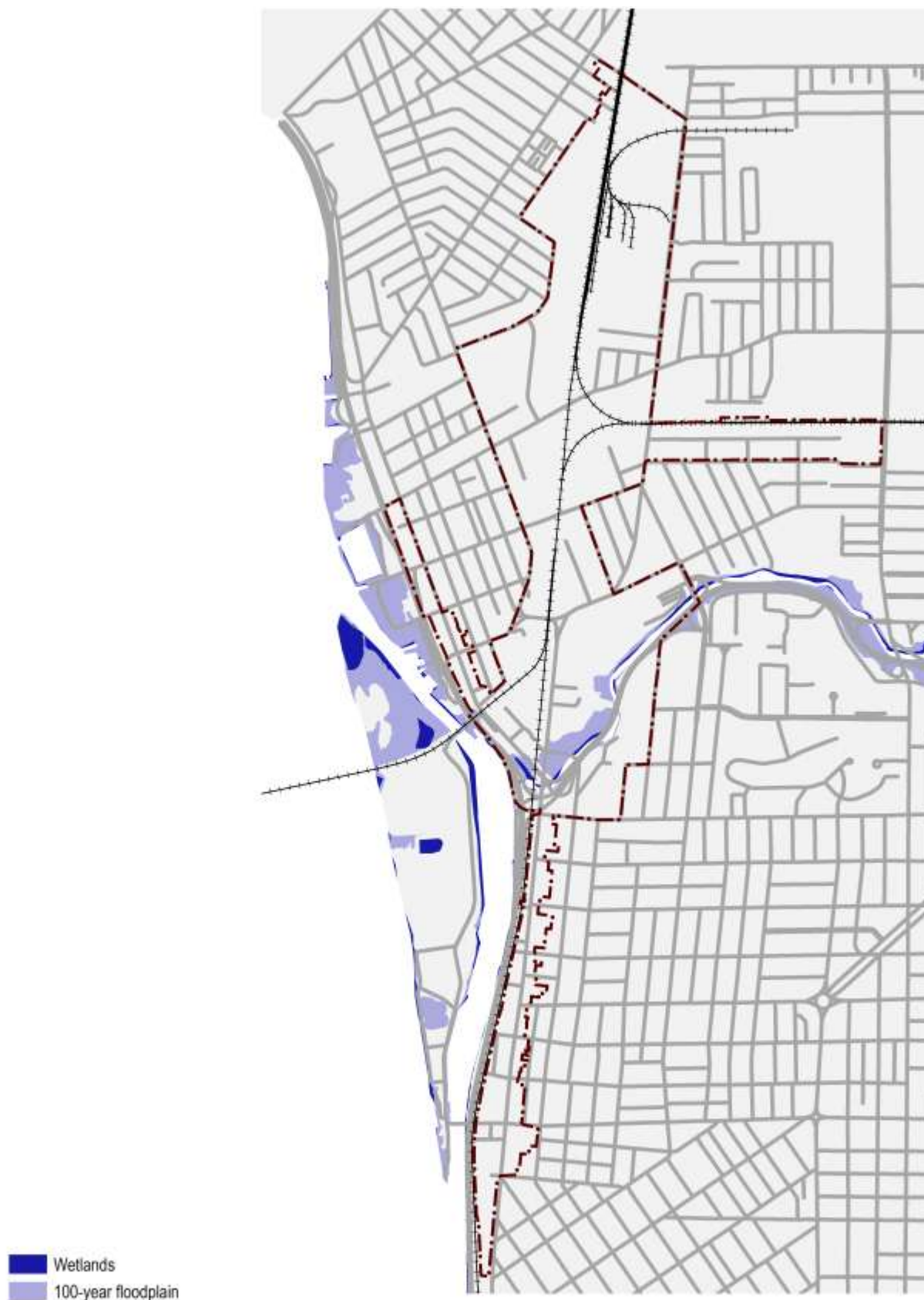
fishing and fish, shellfish, and wildlife propagation and survival. The water quality is suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes. Outside of the BOA, at the mouth of Cornelius Creek, the USACE is studying the feasibility of various alternatives to restore aquatic habitat.

Groundwater NYSDEC and USEPA aquifer mapping indicates that the BOA is not located within a primary, principal or sole source aquifer. Information obtained from the United States Geological Survey indicates the portion of the study area located south of Parish Street and Amherst Street is located over a New York and New England carbonate-rock aquifer, which is classified as a principal aquifer. According to the USGS, a principal aquifer is defined as "a regionally extensive aquifer or aquifer system that has the potential to be used as a source of potable water." The City of Buffalo uses Lake Erie for all potable drinking water, with water treatment and distribution managed by the Buffalo Water Authority. Most groundwater within the BOA is not suitable as a potable water source, as most groundwater within the BOA contains known or perceived contamination. However, properties within the BOA are able to connect to the City of Buffalo municipal drinking water system and therefore drinking water exposure to contaminated groundwater is not likely.

Wetlands and Floodplains

Wetlands provide many vital functions – flood and storm water control, wildlife habitat, and filtration – that generally improve the quality of groundwater. The USACE is the federal agency entrusted with regulating all jurisdictional wetlands within the United States. The NYSDEC also provides regulatory oversight of wetlands larger than 12.4 acres or with special environmental characteristics. According to National Wetland Inventory mapping maintained by the U.S. Fish and Wildlife Service, one NWI wetland is located in the vicinity of Scajaquada Creek. USFWS NWI data primarily relies on the digital preparation of GIS wetland data and mapping based on aerial photography. As a result, field delineations are often required to confirm the presence or absence of wetlands and to affirm jurisdictional wetland boundaries. Unmapped wetlands may also be present in larger undeveloped parcels, such as the inactive CSX rail corridor. [Map 4.2]

Map 4.2 Wetlands and floodplains



According to FEMA mapping, 94 percent of the BOA is located within the 500-year flood inundation area, where chances of flooding in a given year are minimal. The land within and adjacent to Scajaquada Creek (3 percent of the BOA) is located within the 100-year flood inundation area, and have a 1 percent annual chance of flooding. Properties in this area include a portion of the Tops Supermarket property on Grant Street, as well as portions of the former Pratt & Lambert, Pratt & Letchworth, and Tee-to-Green properties.

Future development within the BOA should comply with Chapter 31 of the City Charter, which regulates development within 100-feet of mapped floodplains. A Floodplain Development Permit must be obtained from the city prior to building on areas within mapped floodplains.

Erosion Hazard Areas

There are no designated Coastal Erosion Hazard Areas within the BOA. Many properties along Scajaquada Creek and the Black Rock Canal are protected from erosion by concrete bulkheads or stone fill. As Scajaquada Creek is nearly flat within the BOA and flow within the creek is typically slow, potential for erosion along the creek is low. A small portion of the creek beneath the Scajaquada Expressway contains steeper slopes that are not well vegetated. In this location, stormwater discharge is generated from the Expressway above where it is piped untreated through downspouts and directly discharged onto the shoreline and into the creek. In these shoreline downspout discharge locations, there is evidence of erosion.

Fish and Wildlife Habitats

Fish and wildlife habitats are concentrated along the Niagara River and Scajaquada Creek. A variety of aquatic, terrestrial and vegetative species are associated with these waterways, and various initiatives are underway to restore and enhance their supporting habitats.

Habitat Restoration and Conservation Initiatives The Niagara River is listed by the USEPA as a Great Lakes Area of Concern, with Scajaquada Creek recognized as a contributing source of pollution.

Niagara River Fish and Wildlife Habitat Conservation Strategy Buffalo Niagara Riverkeeper is coordinating a Technical Advisory Committee in the development of a fish and wildlife habitat conservation strategy for the Niag-

ara River watershed. This project, funded through the Great Lakes Restoration Initiative, will focus on the concept of an "Active River Area" (the areas of the watershed that support river and stream function) and will utilize the Conservation Action Planning model, that will lead to the identification of vital areas where habitat restoration and conservation actions should be implemented. A complementary effort, funded by New York Power Authority Greenway Ecological funds, is also being conducted within the boundaries of the "Niagara River Greenway."

Niagara River Watershed Management Plan In addition, the Buffalo Niagara Riverkeeper is conducting a regional, community-based initiative to develop a Niagara River Watershed Management Plan ("Healthy Niagara") that focuses on action steps to protect and restore ecosystem water resources in Western New York. The NYSDOS funded this effort through Title 11 of the Environmental Protection Fund. The process will include a review of existing data, a summary of existing conditions, and the identification of problems and opportunities. A final report will provide citizens with information about the health of the watershed and will educate the public about actions that can be taken regarding ecosystem water resource restoration. Over 30 community members and agency representatives are participating in the effort.

Scajaquada Creek Initiative Working Group Since Scajaquada Creek has been identified as one the most polluted tributaries contributing to the Niagara River AOC, a coalition has been recently been formed called the "Scajaquada Creek Initiative Working Group" which is focused on identifying contributing factors and contaminant sources affecting the creek.

Significant Coastal Fish and Wildlife Habitats Program

This program, administered through the NYSDOS, serves to protect important fish and wildlife habitats that contain a unique combination of environmental and biological conditions that fish and wildlife need for survival. No designated habitats are located within the BOA, but two are located nearby, including the Grand Island Tributaries and Strawberry Island/Motor Island Shallows.

Aquatic Species According to the Scajaquada Creek Watershed Management Plan, most surviving species are macro invertebrates that have adapted to the contaminated condition of the creek. However, due to gradually improving conditions in the creek, fish species such as bass, trout, bluegills, perch, sunfish, carp, bullhead, shad, shiners and other baitfish have also been documented. Due to the high concentration of contaminants, fish and wildlife

presence in and along Scajaquada Creek are considered to be impaired. In some instances, the NYSDEC has observed and recorded the presence of tumors in fish, an indicator of toxic contamination in water. The New York State Department of Health has placed a general health advisory on local fish species, as they may contain traces of mercury, PCBs, Dioxine, Mirex and other unidentified contaminants.

Terrestrial Wildlife In addition to aquatic wildlife, areas along the Niagara River and Scajaquada Creek provide habitat for terrestrial wildlife. The river and creek are also key locations within the North American Flyway for bird migration, and lie along the direct path of a globally significant Important Bird Area. Habitat areas along the water's edge are crucial for many avian species as they pass through on their migration pattern.

According to the New York State Department of Environmental Conservation, two rare animals have historically been identified as present within the BOA; the midland clubtail, a dragonfly last observed in the area in 1906, and the American Burying Beetle, listed as endangered with no known last observation date. According to the United States Fish & Wildlife Service Inventory of Threatened and Endangered Species, no federally-listed species are currently found in Erie County.

Beaver and mink have been observed along the creek. Swallows, sparrows and red-winged blackbirds, along with fishing birds such as herons and kingfishers indicate that the health of Scajaquada Creek is slowly improving. Of note, mallard ducks and other waterfowl have been adversely affected during a few recent incidents whereby high levels of botulism have been present in the Creek. During these incidents the waterfowl feed on the contaminated microorganisms in the creek and the result can often be fatal.

While the BOA is mostly developed, opportunities for additional wildlife habitats do exist. In addition to areas along Scajaquada Creek, a large portion of open space area associated with the former CSX rail corridor provides wildlife habitat. Approximately two miles in length, the CSX corridor was once a bustling thoroughfare for freight rail in and out of Canada. A portion of the corridor immediately west of the active CSX rail line was left to "re-naturalize," allowing wildlife to once again inhabit this large portion of the BOA (approximately 66 acres). Wildlife observed in this area includes deer, other small mammals, amphibians and many avian species.

Vegetative Species The majority of the project area consists of urbanized areas with little vegetative cover. For the most part, vegetative cover consists of maintained lawns, associated with commercial, industrial, and vacant parcels present throughout the study area. In addition, natural areas exist along the Scajaquada Creek and in areas along the Niagara River.

In recent years, controlling and managing invasive species has been a focus of the natural areas that exist throughout the city of Buffalo. Invasive species are species that are not native to a particular ecosystem and that are likely to adversely impact the economy, human health and/or the environment. The most prevalent invasive plants found along Scajaquada Creek include Japanese Knotweed, Purple Loosestrife, Common Reed, Tree of Heaven, European Buckthorn, Honey Suckle, and Garlic Mustard. These plants degrade natural ecosystems by competing with and overtaking native habitat. Some invasive plants can block passages to waterways and upland forests. Restoration efforts on Scajaquada Creek should include invasive species removal and restoration with native and naturalized plant species.

Air Quality Maintenance Areas

The Federal Clean Air Act establishes National Ambient Air Quality Standards (NAAQS) for six criteria contaminants, including ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxides and lead. The federal Environmental Protection Agency designates nonattainment areas as those that "persistently exceed the national ambient air quality standards" for one or more of the six criteria pollutants. The EPA designation of attainment and nonattainment area informs air quality planning on a state-by-state basis. As part of the Clean Air Act, states are required to develop State Implementation Plans (SIP) for all nonattainment areas and periodically evaluate the effectiveness of the strategies prescribed in each SIP.

The Buffalo-Niagara region has been designated a non-attainment area 10 times since 2000, most recently in 2013. The region has experienced non-attainment status related to 8-hour ozone. Ground level ozone is emitted into the air through chemical reactions between nitrogen oxides and volatile organic compounds. Major sources of nitrogen oxides and volatile organic compounds include emissions from industrial facilities, gasoline vapors, and chemical solvents.

Visual Quality

The Jesse Kregal Pathway provides pedestrians and bicyclists with numerous opportunities to observe the natural communities present along the Niagara River and Scajaquada Creek. The section of the Seaway Trail along Niagara Street also provides framed views of the river between structures and beneath the elevated I-190.

Existing infrastructure, such as rail viaducts and the elevated portions of the Scajaquada Expressway and I-190, obscure scenic vistas and views of historic structures such as church spires. In much of the BOA, views are limited to existing residential, commercial and industrial enterprises. This existing development often serves as a visual barrier to scenic resources such as Lake Erie, the Buffalo skyline, the Black Rock Canal, and the Niagara River. Numerous unmaintained and unimproved vacant parcels are also present and detract from the overall visual quality.

Upland Natural Resources and Open Space

In addition to park land and trails, the BOA contains a fair amount of upland open space despite a concentrated development pattern. The former CSX rail corridor that bisects the BOA offers the largest amount of undeveloped land. This corridor runs for nearly two miles between Military Road in the north and Niagara Street to the south.

4.2 Infrastructure

This section of the city was largely built-out by the early 1900s, and benefits from an infrastructure network that provides nearly complete coverage for electric, natural gas, water, and sewage disposal.

Electric

Mapping and information for the privately owned and managed electrical network was obtained from National Grid. The BOA is serviced by several distribution feeders providing overhead and underground electrical service. According to system records, the distribution network consists of 5 kV overhead and buried feeders. There are also 23 kV sub-transmission and 115 kV transmission overhead lines that follow the railroad corridor. These high voltage transmission lines service private industry in the study area and the waste-water treatment plant on Bird Island. [Map 4.3]

Dormant CSX land accounts for approximately 66 acres of upland open space where nature has reclaimed the inactive rail corridor over the past few decades, and remains one of the few upland open space resources in the BOA.

Smaller open spaces include former industrial sites that have reverted back to a natural state, such as the Pratt & Letchworth, Pratt & Lambert, and Tee-to-Green parcels. Once a vibrant and bustling industrial- commercial district situated on the historic Belt Line, much of the southern portion of the BOA currently lies vacant. Upland open space on these parcels is limited to scrub-shrub species, which are interspersed between dilapidated buildings and remnant foundations remaining after building demolition.

Narrow strips of upland buffer exist along the banks of Scajaquada Creek, including between the creek and the Jesse Kregal Pathway. The city encourages a minimum of 100-foot upland buffer between Scajaquada Creek and future development in an effort to improve water quality and increase green space.

State and Federally-Designated Resources

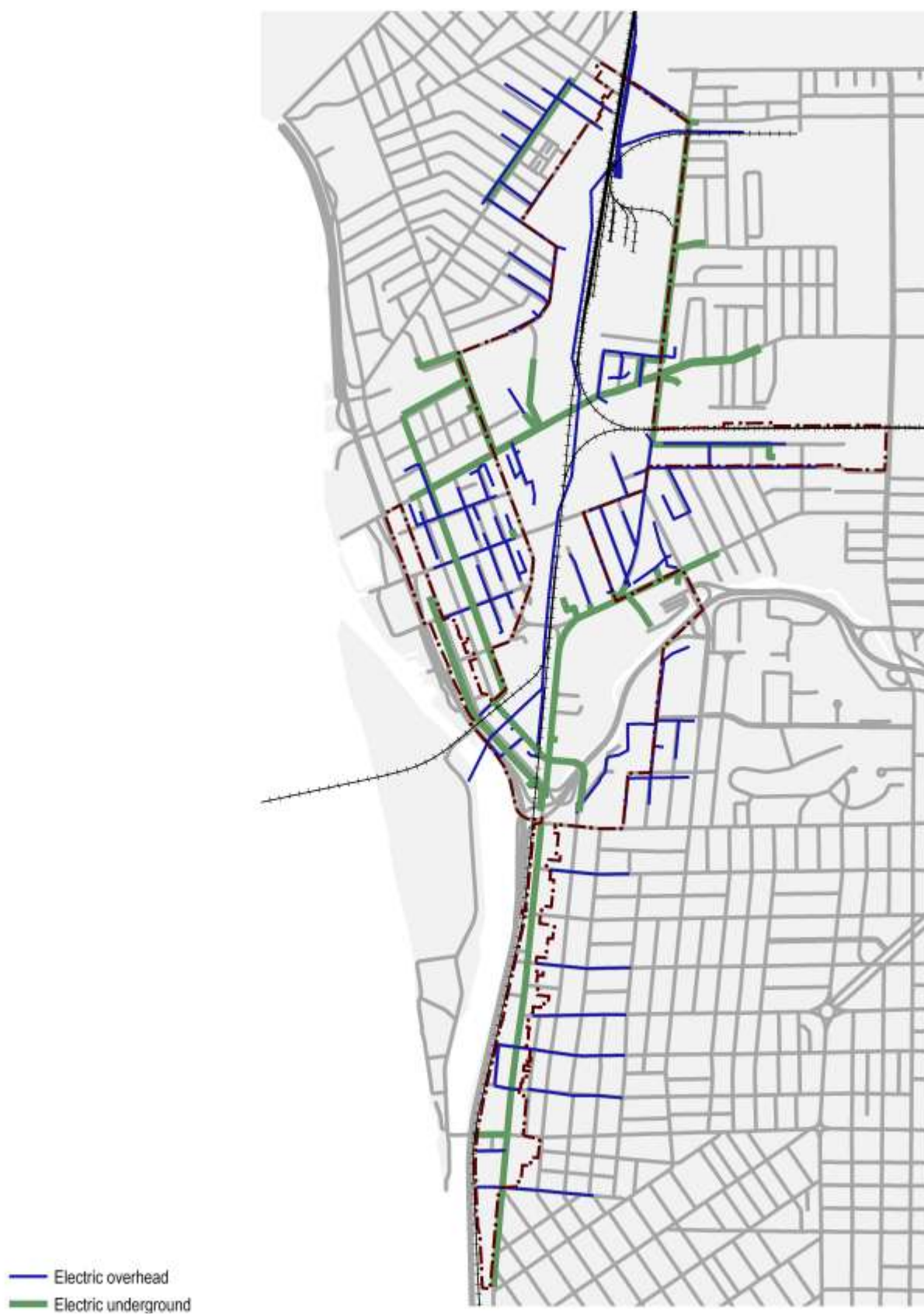
The Great Lakes Seaway Trail, a 518-mile long National Scenic Byway established in 1978, follows Route 266 (Niagara Street) through the BOA.

An electrical substation and associated facilities are located at the southern end of the BOA on the west side of Niagara Street. This substation connects to high voltage overhead transmission lines that traverse the Niagara River to Canadian facilities.

Aurubis on Military Road is classified as a primary customer, with significant energy demands that exceed normal capacities. As a result, it has its own electrical substation step down transformer to convert the electricity from the high-voltage transmission lines along the rail corridor into energy more sufficient for its use.

Secondary customers, such as commercial, office, retail and residential structures utilize electricity from the 5 kV distribution network. Lines are stepped down further via small pole/ground-mounted transformers into safe, usable 120 and 240 volt power to operate lighting and standard electrical circuits.

Map 4.3 Electric infrastructure



The presence of both the 5 kV distribution and 23/115 kV transmission lines greatly expands the opportunity for high demand industrial development within the BOA. This corridor has historically been utilized by high electrical demand customers, such as metals manufacturing and electroplating companies. Over the past 40 years, extensive mergers and consolidations in the steel, copper and other metals industries have led to plant closings. However, the supporting infrastructure remains and is available for use by other high energy demand industries.

Natural Gas

Correspondence with the engineering department at National Fuel indicated that all parts of the BOA are within sufficient distance of an existing supply main with available capacity to support future redevelopment.

Water

The Buffalo Water Authority provides potable water to properties in the city. The water system in the BOA consists of public and private infrastructure, ranging in size from 6 inches to 48 inches in diameter. All public water for the city is obtained from the Niagara River via the Colonel Ward Pumping Station, located on Porter Avenue just to the south of the study area. [Map 4.4]

The BOA is well-served by potable water, which is available to all properties. Two private 10-inch diameter water lines are located along Military Road north of Hertel Avenue and serve the Aurubis facility.

The study area is looped by a series of water mains supplied by a primary 48-inch diameter line that is located along Niagara Street south of Tonawanda Street, continuing beyond the southern boundary of the BOA. Included within the western and eastern portions of the Niagara Street right-of-way are two parallel water lines ranging in size from 10 to 16 inches in diameter. Several laterals, running in an east-west direction and ranging in size from 4 to 16 inches in diameter, serve commercial and industrial facilities along Niagara Street and residential areas to the east. The 48-inch diameter water main continues north from Niagara Street along Tonawanda Street and Amherst Street to a branch point at the intersection of Amherst Street and Military Road. From this intersection, a 36-inch diameter water main is located north along Military Road, serving adjacent properties and neighborhoods, to a junction point at Skillen Street at the northeast corner of the

study area. A 20-inch diameter main continues west along Skillen Street, which branches off to a 16-inch diameter line along Ontario Street and south along Tonawanda Street to Hertel Avenue.

Two water mains, located on Niagara Street north of Tonawanda Street, run parallel in the western and eastern portions of the right-of-way and range in size from 8 to 10 inches in diameter. Several laterals, running in an east-west direction and ranging in size from 6 to 12 inches in diameter, serve commercial and industrial facilities along Niagara Street and residential areas to the east.

Sanitary Sewer

Sanitary include combined storm and sanitary sewers, combined sewer overflows and large interceptor sewers. Service is provided by the Buffalo Sewer Authority, which operates a waste water treatment plant on Bird Island to the immediate west of the BOA. [Map 4.5]

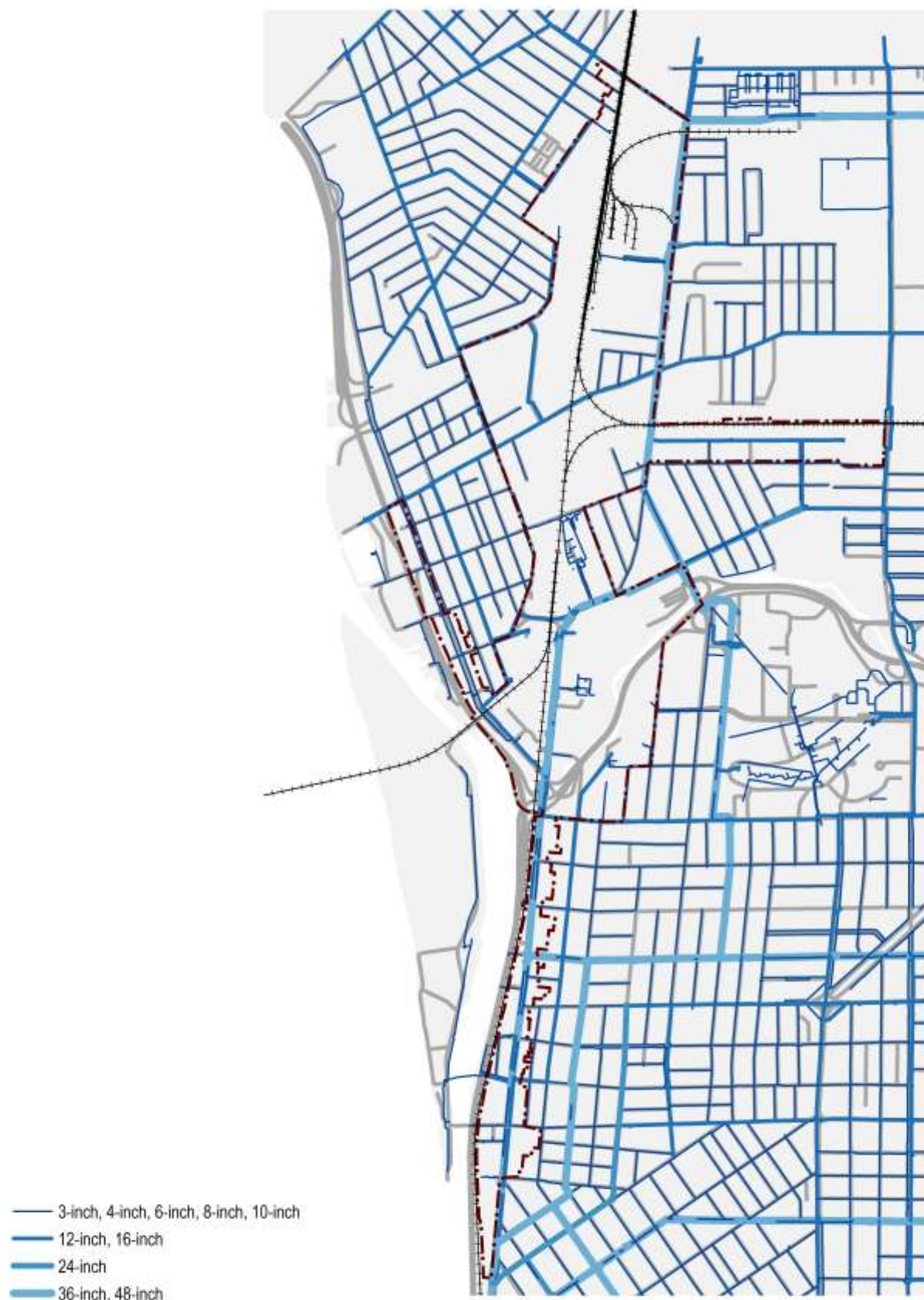
There are no **separate sanitary sewers** within the BOA. Sanitary sewer service in the study area is provided by a system of **combined sanitary and storm sewers**. The system receives sanitary inflows from building sewers and stormwater inflows from streets, parking lots and building roof drains. These localized systems transfer flows to large mainline sewers beneath Niagara Street, Military Road, Hertel Avenue, and Ontario Street (outside of the BOA) to a large interceptor sewer within the Interstate 190 corridor. The interceptor sewer gathers flows from large portions of the city and conveys the combined sewage to the wastewater treatment plant.

During intense rain, the combined sewer and interceptor systems do not have the capacity to convey the significantly increased flows. To mitigate the lack of capacity in these instances, combined sewer outfalls are used to prevent storm water and sanitary sewage from backflowing into buildings.

The BOA is served by several miles of combined sewer ranging from six to 114 inches in diameter. There are several areas where the combined sewer system is connected to a Combined Sewer Overflow, which indicates that the sewer service in this area is insufficient to meet peak demands during a rainfall event.

The largest CSO is located to the north, beneath Hertel Avenue, and serves as a major outfall for storm sewer/combined sewer overflows in the Black Rock neighborhood to the east. Two large brick and concrete storm

Map 4.4 Water infrastructure



overflow structures, approximately 8'-6" in diameter each, cross the railroad tracks along Hertel Avenue and turn north along Tonawanda Street, eventually heading west to an outfall in the Niagara River. These main storm overflow drains are also fed from smaller CSOs located along Military Road and Grant Street which serve the BOA study area east of the railroad tracks and portions of the Black Rock neighborhood to the east.

Along the Niagara Street corridor south of the Scajaquada Expressway, several large CSO sewers cross Niagara Street and/or I-190 and discharge through CSOs along the Black Rock Channel.

Combined Sewer Outfalls are points where wastewater and storm water from a combined sewer system are discharged directly into surface waters. These discharges generally occur without prior treatment during periods of heavy precipitation or snow melt. In the BOA, storm water and wastewater are carried directly into Scajaquada Creek and the Niagara River through the combined sewer system. CSO outfalls 057, 058 and 059 are located along Scajaquada Creek in the central portion of the BOA. CSO 057 is located near the Niagara Street/Scajaquada Expressway interchange. CSO 058 is located along a closed portion of West Ave near its intersection with the Jesse Kregal Pathway. CSO 059 is located west of Dart Street, behind the former Contract Pharmaceuticals plant. Currently available data documents that the CSO 058 sewershed covers 30.3 acres and is wholly within the BOA.

Numerous CSOs are located immediately west of the BOA, along the Niagara River. These include 003, 004, 005, 006, 007, 008, 009, 054, 055, 061 and 062. Other CSOs are associated with the wastewater treatment plant on Bird Island. CSO 055, which outfalls at the mouth of Cornelius Creek, has a sewershed that covers 4,195 acres and produces 814 MG of Predicted Annual Total Overflow Volume. This represents 21 percent of the total system volume, and is the highest discharge location in the system. Efforts have been made over the past decade to improve water quality by reducing or eliminating combined sewer overflows. Through its Long-Term Control Plan, the BSA has been actively identifying project opportunities to abate CSOs. In addition to traditional grey infrastructure storm water/sanitary sewer pipe separations, proposed projects include a host of green infrastructure initiatives.

There are no significant **interceptor sewers** traversing the BOA study area. However, an adjacent large (seven-foot diameter) interceptor sewer is located along the Interstate 190 corridor from Black Rock Harbor south to the Bird

Island Wastewater Treatment Plant. Although this interceptor receives nearly all the sanitary flows from the study area, this sewer only cuts through a small portion of the southern corner of the BOA near the terminus of Scajaquada Creek.

There are no **pump stations** located within the BOA. All sewers maintain positive gravity flow south to the treatment plant on Bird Island.

Storm Sewer

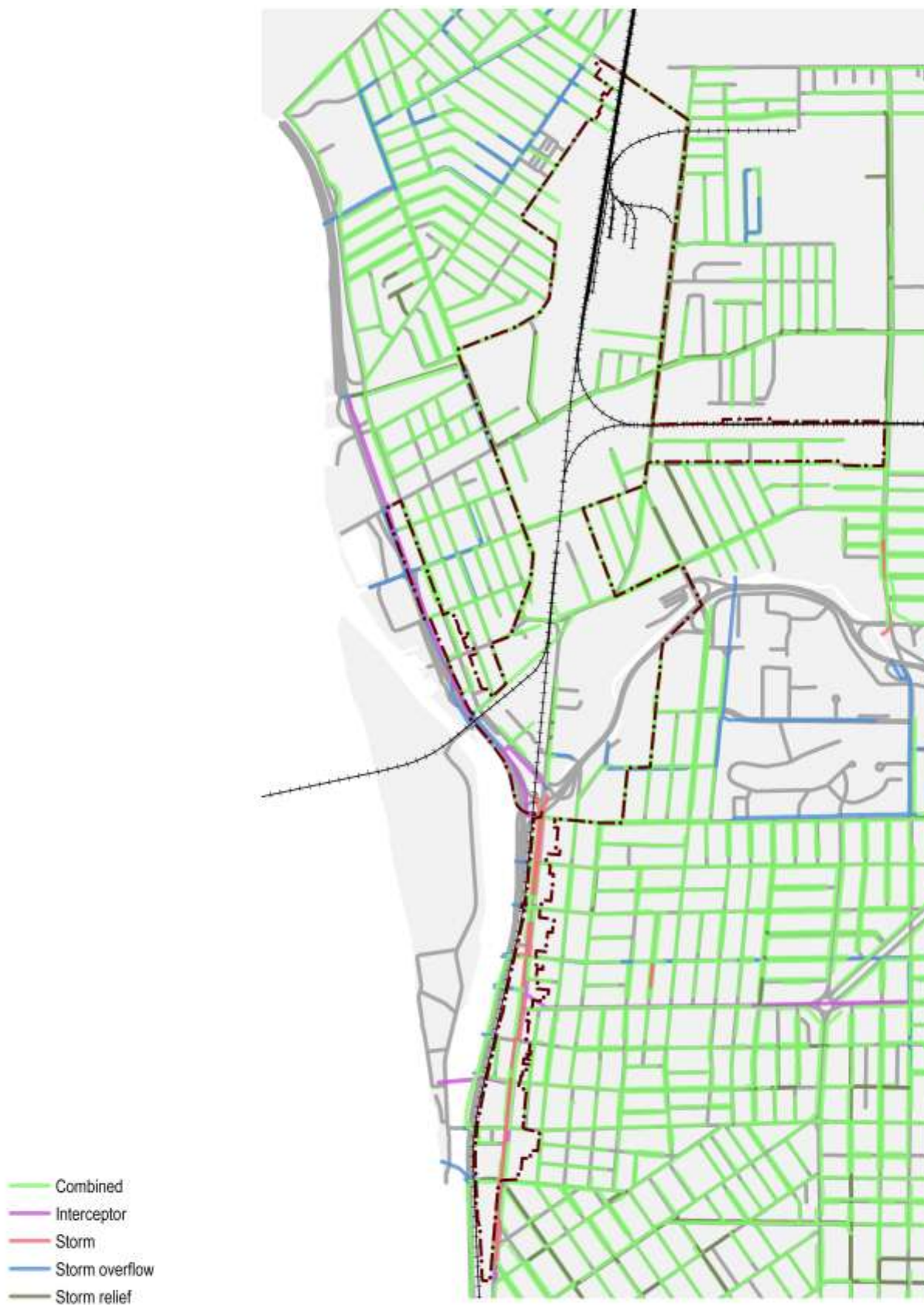
The storm sewer system is comprised primarily of combined sewers, combined sewer overflow sewers and storm sewer outfalls. Storm sewers are managed by the Buffalo Sewer Authority, which has adopted a storm water management plan pursuant to New York State and Federal requirements. [Map 4.5]

Generally, the areas of greatest need for storm sewers have the highest levels of impervious surface coverage. Impervious surfaces in the BOA capture rainfall and convey it directly into the combined system, with an ultimate outfall to the Niagara River. The areas with the most significant percentages of impervious cover are those between Military Road and the railroad tracks north of Hertel Avenue (Aurubis), and areas along the Niagara Street corridor to the north and south. Areas to the north are not served by separate storm sewers but the southern portion of the Niagara Street corridor includes separate storm overflow sewers installed in 1986.

There are a limited number of **separate storm sewers** in the study area. Storm overflow sewers are located along I-190 and in the Niagara Street right-of-way between Forest Avenue/NYS Route 198 on/off ramps and the southern end of the study area. There are no publicly owned or maintained separate storm sewers serving the remainder of the BOA; all storm water is managed within the combined sanitary sewer system.

The Black Rock Channel, Scajaquada Creek, and Niagara River are **storm sewer outfall** locations for significant portions of the city. During large rainfall events, significant flows of combined storm water and sewage enter these water bodies, negatively impacting water quality. Although there are only five storm sewer outfalls within the BOA, the study area contributes to five additional outfalls to adjacent bodies of water.

Map 4.5 Sewer infrastructure



4.3 Transportation

The BOA is readily accessible by highway and rail. It is located at the intersection of two major transportation routes: Interstate 190 (running north-south), and the Scajaquada Expressway/NYS 198 (running east-west). The study area is also transected by the International Railway Bridge, which serves as a primary connection point for freight rail transport between Canada and the US.

Pedestrian and Bicycle Infrastructure

In 2008, the city adopted a Complete Streets policy to encourage street design that enables safe, comfortable, and convenient travel patterns for all users, particularly emphasizing use by cyclists, pedestrians, and the mobility impaired. As streets are reconstructed, the impacts of this policy will become increasingly evident. In conjunction with the Complete Streets policy, the Bicycle and Pedestrian Master Plan prepared by the Greater Buffalo Niagara Regional Transportation Council proposes on-road bicycle routes along Hertel Avenue, Amherst Street, Grant Street, Tonawanda Street, Niagara Street, Military Road, and Forest Avenue. [Map 4.6]

Public Transportation

Public transportation within the BOA consists of bus routes operated by the Niagara Frontier Transportation Authority. The NFTA operates portions of 15 bus routes within the BOA, primarily along Niagara Street, Grant Street, Amherst Street, Hertel Avenue, Military Road, and Tonawanda Street. There are 101 bus stops within the study area, connecting the main bus routes with smaller local roads, and providing easy public transportation access to most residential parcels. Bus stops located along Military Road and Hertel Avenue also provide public transportation access to commercial and industrial facilities.

The NFTA is currently working on design of the “Niagara Street Corridor Project,” which calls for construction of a neighborhood transit center and 25-space park-and-ride lot at Niagara and Ontario streets, a public transportation bus loop, bicycle parking, and a pedestrian pathway to the Niagara Riverwalk/Seaway Trail System. Funding will also be used to purchase five hybrid buses equipped with traffic signal technology that will synchronize bus approaches with signals, finance four new bus shelters lit by solar power, and install bus arrival notification technology at existing

bus shelters. These elements along Niagara Street will create a sustainable transportation corridor and add to the area's assets. [Map 4.7]

Roads

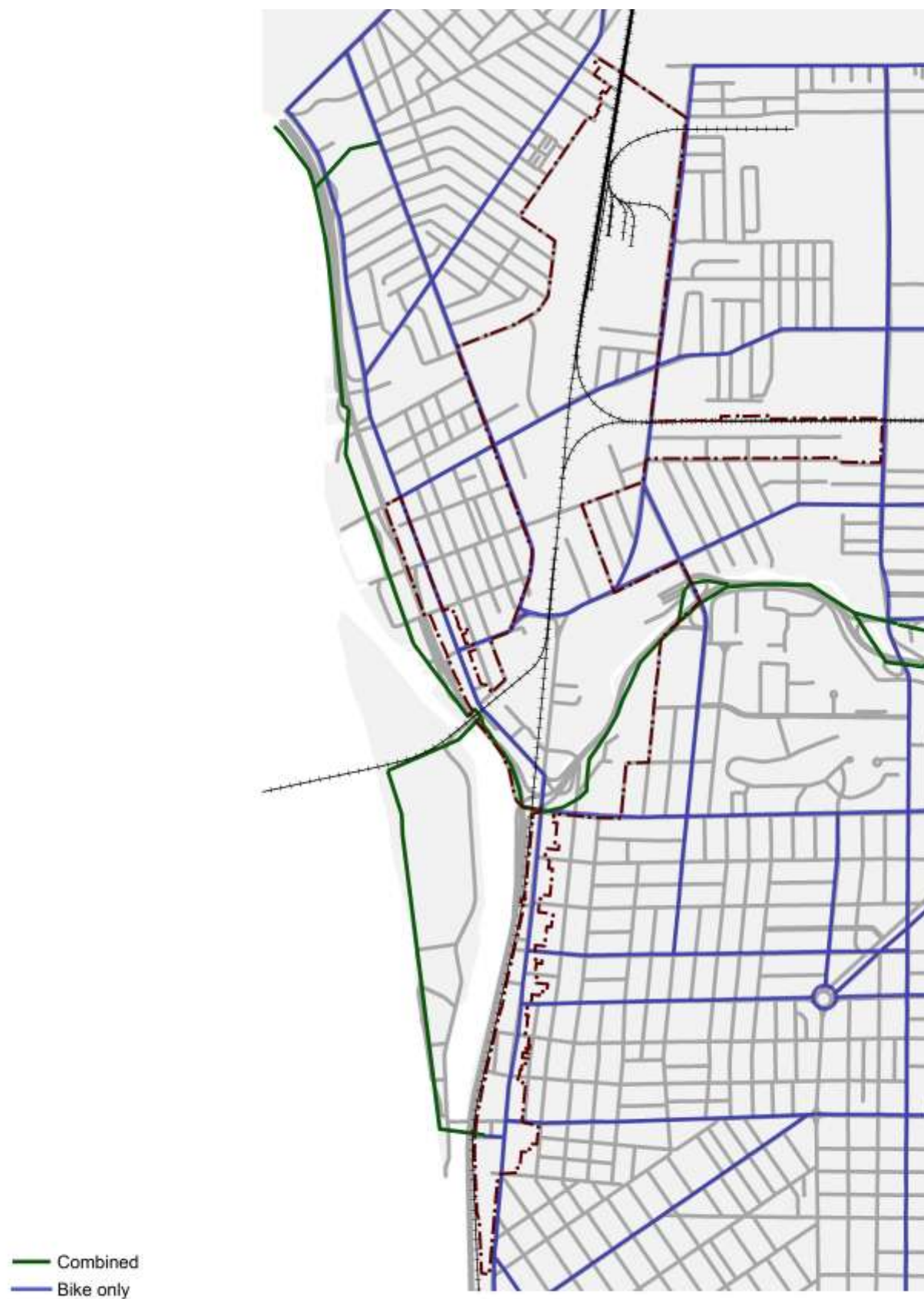
The BOA includes a comprehensive network of roads and expressways. The existing network is generally classified by traffic volume and road capacity. Volume-to-capacity ratios provide a measure of the mobility and quality of travel by comparing roadway demand with the roadway supply available at the time. Within the study area, the majority of roadways are considered to have adequate capacity to support additional traffic volumes, with the exception of the area around the I-190/Scajaquada Expressway interchange, which has a lack of roadway capacity. However, it is possible that volumes on the Scajaquada have changed with the recent reduction in the speed limit from 50 to 30 mph. These two highways serve as the major limited access thoroughfares within the study area, connecting it south to downtown Buffalo, north to Niagara Falls, and east to the Kensington Expressway.

The intersection of Busti Avenue and Hampshire Street, both local roadways, form the southern boundary of the BOA, and the I-190 parallels its western edge. A number of interchanges along the I-190 provide connections with the local road network, particularly at the intersections of Amherst, Austin, Hertel, and Ontario.

Two interchanges connect the Scajaquada Expressway to the study area, one at the interchange with the I-190 and one at Grant Street. Speed limits on the Scajaquada have recently been reduced to 30 mph, and the New York State Department of Transportation is studying additional measures to enhance safety and improve the compatibility of the expressway with the surrounding neighborhoods.

The remaining roads primarily include arterials and collectors that move traffic to and from the I-190 and Scajaquada Expressway. The main secondary roads include West Ferry Street, West Delavan Avenue, Niagara Street, Tonawanda Street, Amherst Street, and Grant Street. The remaining roads are local streets that provide access from residential neighborhoods to the larger arterials and collectors. Nearly all roads within the BOA have sidewalks, which provide pedestrian access to community services, recreational amenities, and public transportation options. [Map 4.8]

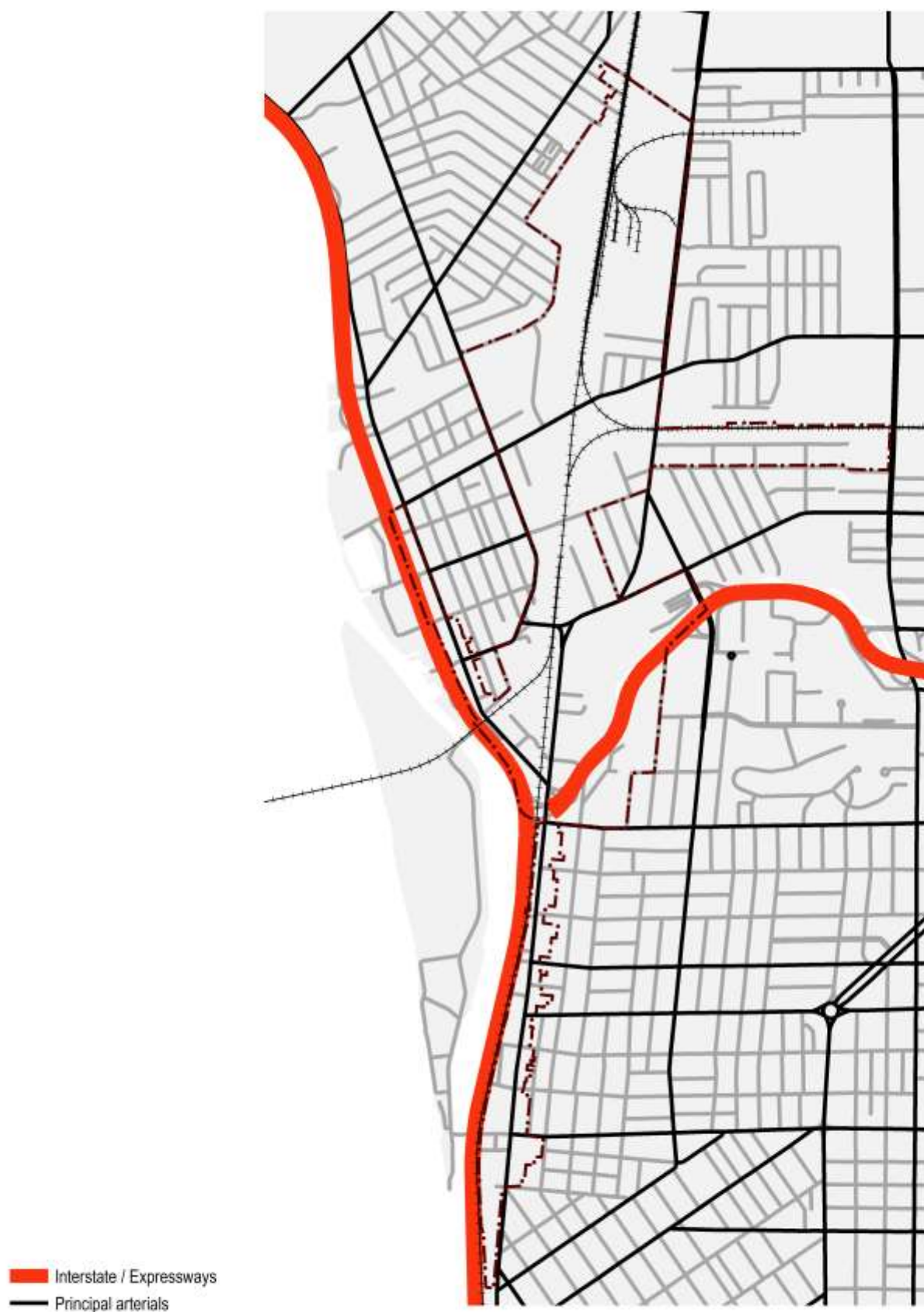
Map 4.6 Pedestrian and bicycle infrastructure



Map 4.7 Public transportation



Map 4.8 Roads



Rail Infrastructure

All of the main rail lines within the BOA are owned by CSX, which provides service to multiple industrial sites adjacent to or connected by other rail lines, sidings, or spurs. These lines are operated by CSX (7.4 miles), Aurubis (1.2 miles), and Canadian National Railway (0.6 mile). Amtrak has track rights as well. There are also 11 rail bridges, including the International Railway Bridge, which carries approximately 10 trains per day and \$9 billion worth of goods annually.

There are many opportunities to capitalize and expand upon existing rail service. The major north-south rail corridor includes up to four parallel tracks, and there is an ex-

isting wye in the middle that provides access to the east. There are also two connection points at the south of the BOA, including the International Railway Bridge. There are numerous industrial sites adjacent to rail lines, sidings, spurs, and abandoned rail corridors that could be put back into service. [Map 4.9]

Navigable Waterways

There are no commercially navigable waterways within the BOA, although the Niagara River and Black Rock Canal to the immediate west are navigable waterways that accommodate water-based commercial transportation.

3.4 Parks and Open Space

The BOA contains many parks, open spaces, recreational resources, community centers, and trails. A number of regional parks are also located nearby.

Parks

The BOA is home to two public parks, with several other parks and playgrounds located within a quarter-mile of its boundaries. This generally represents the distance a pedestrian will walk to a park, so these outside facilities serve as additional recreational resources for the community. [Map 4.10]

Shaffer Village Park is a 4-acre green space located along Isabelle Street. It serves the residents of Shaffer Village, an adjacent public housing development, and is also used by the Northwest Buffalo Community Center for programming and activities. The park is primarily comprised of maintained green space enclosed by fencing. Its only amenity is a jungle gym, which is in good condition and used regularly.

Market Square Park is a municipal park located at 1859 Niagara Street. The park is less than an acre in size, and is located at the entrance of the Market Square Historic District, which was designated in 2011 and is listed on both the State and National Registers of Historic Places. The District has retained its village center character and is noted for grassy medians and shade trees that connect the public spaces and compliment the built form. The Market Square Park forms the gateway to the District, and con-

sists of passive recreational space with few improvements aside from pedestrian pathways and select plantings.

Recreational Resources

Although the BOA itself contains few parks and open spaces, the study area benefits from proximity to an array of recreational resources and open spaces, including pathways, pocket parks, playgrounds, and regional parks.

Barrett Playground is a 2.5-acre park with play areas and a maintained soccer field, adjacent to the Northwest Buffalo Community Center. It is within easy walking distance of the surrounding neighborhoods.

Delaware Park is the signature piece of Frederick Law Olmsted's park system. The 350-acre facility is connected to the BOA by the Jesse Kregal Pathway. It is primarily comprised of open green space and designated walking paths, but also contains an 18-hole golf course, baseball diamonds, soccer fields, tennis courts, basketball courts, playgrounds, and picnic areas.

Riverside Park was also designed by Olmsted, and connects to the BOA through the Niagara Riverwalk. Although the 36-acre park no longer resembles its original design, it remains a popular destination. It offers baseball diamonds, tennis courts, basketball courts, an ice rink, swimming pool, picnic area, and playground, as well as a scenic overlook of the Niagara River.

Map 4.9 Rail infrastructure



Map 4.10 Parks and open space



Black Rock Canal Park is a 4.7-acre county park on the Niagara River, which was recently created by merging the Ontario Street Boat Launch and Cornelius Creek Park.

Tow Path Park is a 4.5-acre county park located at the foot of Hertel Avenue. It offers a waterfront promenade with benches for nature watching and fishing, as well as a walking loop.

Unity Island Park is across the Black Rock Channel from the BOA. A strategic location during the War of 1812, the island later became home to a landfill and incinerator. The city and NYSDEC spent \$13 million to remediate the 60-acre landfill and transform the northern portion into a park. It is primarily used for passive recreation, including hiking and fishing, and is connected to the BOA through the Niagara Riverwalk.

Broderick Park is located on the southern end of Unity Island. Buffalo Niagara Riverkeeper received state funding in 2012 to develop a master plan for the park, and partnered with the city and a consultant team to implement improvements including an amphitheater, gardens, and walkways.

Bird Island Pier is located further south of Broderick Park, this narrow stone pier extends under the Peace Bridge to the mouth of the Niagara River. It was constructed in 1860, and recently saw \$1 million in improvements completed. The pier serves as a popular fishing and walking destination for the surrounding neighborhoods.

Community Centers

Northwest Buffalo Community Center is adjacent to the study area. As one of the largest human service providers in the area, it offers an array of programs ranging from medical and dental services, youth and senior citizen programming, education, crime victim assistance, and daycare. A second day care center is located on Tonawanda Street, just outside the BOA.

Asarese-Matters Community Center is also located outside the study area, and offers sports facilities, recreation areas, a public pool, a computer lab, and a study area. Community programming in the form of sports leagues, arts, tutoring, and other after school programs is provided.

Trails

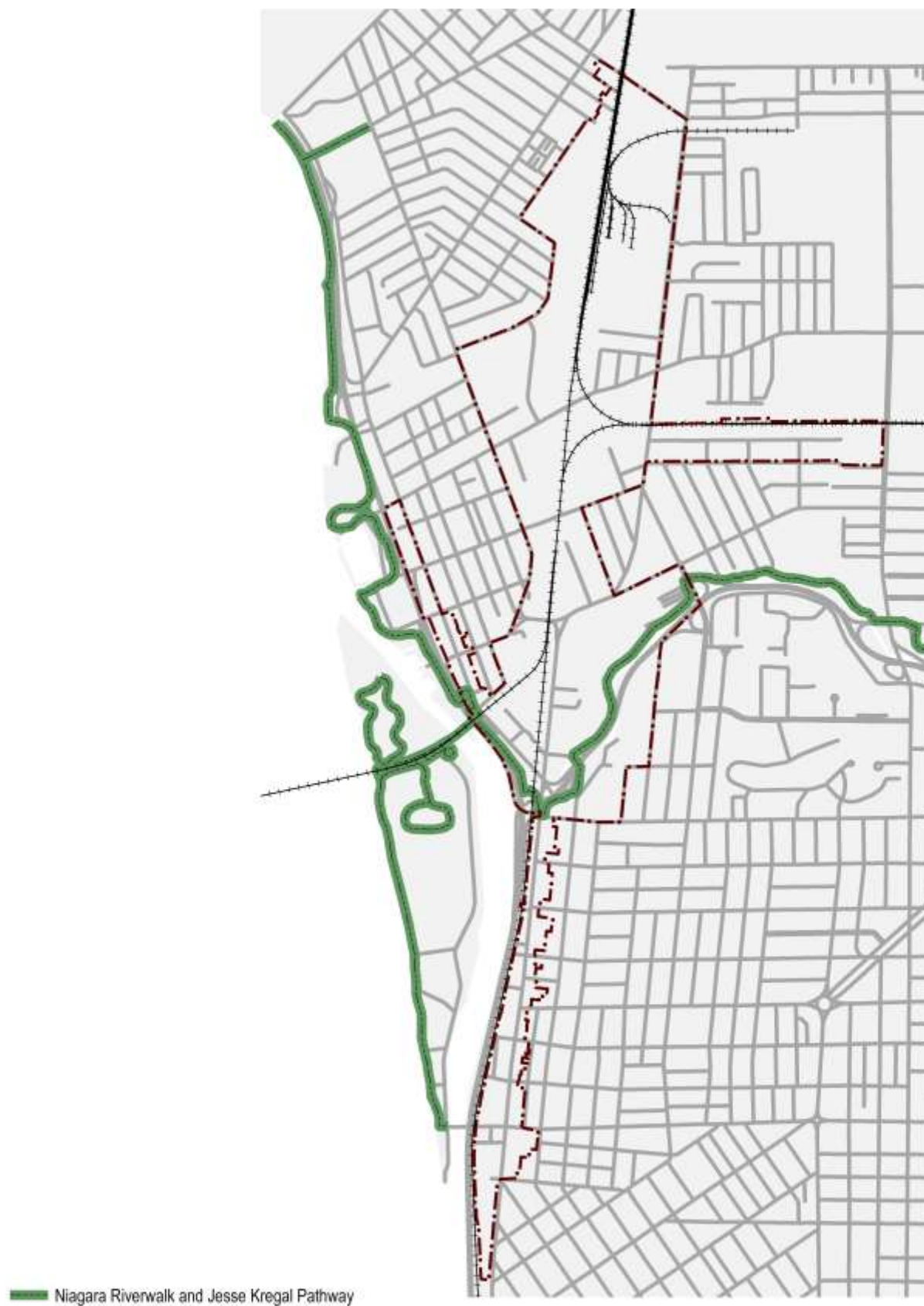
Jesse Kregal Pathway is a bike and pedestrian trail that begins in Delaware Park, enters the study area near Grant Street, and continues west along Scajaquada Creek before connecting to the Shoreline Trail at the International Railway Bridge. The pathway is paved and marked along its entire length, although a lack of adequate lighting coupled with areas where vegetation can become overgrown present safety concerns for users. [Map 4.11]

Shoreline Trail is a bike and pedestrian trail that connects a variety of parks and recreational areas along the Niagara River. The 14-mile trail stretches from the City of Tonawanda to downtown Buffalo, and briefly passes through the BOA where it connects with the Jesse Kregal Pathway.

Water Access

Despite a general lack of water access in the BOA, there are several locations along Scajaquada Creek that are used informally as hand launch locations for canoes and kayaks: the Jesse Kregal Pathway trail head at Niagara Street, West Avenue, and the Tops parking lot. Buffalo Niagara Riverkeeper is also preparing a site at 1660 Niagara Street for a publicly accessible paddle launch and micro park.

Map 4.11 Trails



4.5 Archeological and Historical Resources

Archaeological Resources

The BOA is located near the confluence of Scajaquada Creek and the Niagara River, which made it an ideal location for early settlement. The first industrial uses consisted of shipbuilding, and were later replaced by foundries, manufacturing, and commerce along the canal. Due to its strategic location across from Canada, the area also marked an important crossing for African-Americans using the Underground Railroad to escape slavery. This history continues to be celebrated through an annual Underground Railroad Reenactment at Broderick Park.

The State Historic Preservation Office maintains a database of archaeological sites, which indicates that 92 percent of the project area is in an area of archaeological sensitivity. Small areas surrounding Chandler Street and along Military Road in the northern portion of the study area are the only areas not considered archaeologically sensitive.

Although most of the area has the potential for archeological resources, intensive use by railroads and industry, and significant historic ground disturbance indicate that limited resources remain. There may be portions of historic neighborhoods with the potential for archaeological remains. Areas identified as archaeologically sensitive do not prohibit future development, but consideration may be required when a project or development involves state or federal funding, permitting, or approvals.

Historical Resources

Preserving historic resources benefits communities by improving the appearance of the public realm and contributing to the unique character and identity of neighborhoods. In addition, restoration and rehabilitation efforts celebrate the rich history associated with these areas, promote local pride, and encourage economic development by encouraging reinvestment in the local economy. There are several types of designations, including local, state, and federal.

The BOA includes one locally-designated landmark, 44 Breckenridge Street, located at the corner of Mason Alley between Niagara Street and the I-190. Formerly the Union Meeting House, the building was erected in 1827 on land donated by Major General Peter Porter, an important figure in the War of 1812, the first congressman from Buffalo, and John Quincy Adams's secretary of war. The building was designated a local landmark by the city in 1992.

Properties that are listed or eligible for listing in the State and National Registers of Historic Places (S/NRHP) as well as certified local historic districts are afforded consideration and some protection under preservation law. The BOA contains a single property on the S/NRHP—the Market Square Historic District, which was listed in 2011—along with 10 others that are eligible for listing. [Map 4.12]

In addition, a Reconnaissance Level Historic Resources Survey for the Black Rock neighborhood surveyed more than 500 structures, and prioritized the most significant buildings and sites, including many that are among the oldest in the city. This inventory will provide a useful resource for future historic preservation initiatives in support of neighborhood revitalization.

Map 4.12 Historical resources



4.6 Land Use

The BOA covers a total of 650 acres, including 8 acres of water. Roughly 100 acres is taken up by right-of-way for streets and sidewalks. The remaining 541 acres consist of a variety of uses, with industrial being the most prevalent, covering 192 acres. This encompasses a range of activities, including factories, warehouses, and junk yards.

Vacant land accounts for 130 acres, and can be found throughout the BOA. Rail and utilities cover 122 acres, largely due to the many active and inactive rail lines. Residential uses total only 35 acres, but constitute 41 percent of the 838 individual parcels in the BOA. [Map 4.13]

Understanding the distribution and configuration of land **ownership** is essential for making sound reuse decisions. Ownership can be viewed from two different perspectives: public versus private; and large versus small parcels.

Of the 792 parcels with identified owners, 94 percent are privately held, indicating that redevelopment decisions will largely be based on market and financial considerations. Publicly-owned parcels are primarily vacant lots, in addition to a few sites where title to the land under privately owned and operated facilities is held by the Erie County Industrial Development Agency. [Map 4.14]

Ownership and control of **large parcels** (over 5 acres) can facilitate redevelopment by reducing or eliminating the need for extensive land assembly. There is a single public owner, and 14 private owners with holdings of five or more acres. Combined, these large landowners control 232 acres, or 42 percent of the total acreage.

Of the large holdings, six owners are actively using their land; while six sites – accounting for 88 total acres – are currently inactive. This may change if proposals to subdivide and reuse the former Contract Pharmaceuticals site for student housing are realized. Also, the single publicly-owned large site is currently being used as the city's auto impound, but could become available for redevelopment if this facility were relocated. [Map 4.15]

Current zoning within the BOA is dominated by industrial classifications, generally either M1-Light Industrial or M2-General Industrial. It also contains small portions of residential and commercial zones that are primarily located outside the study area boundaries.

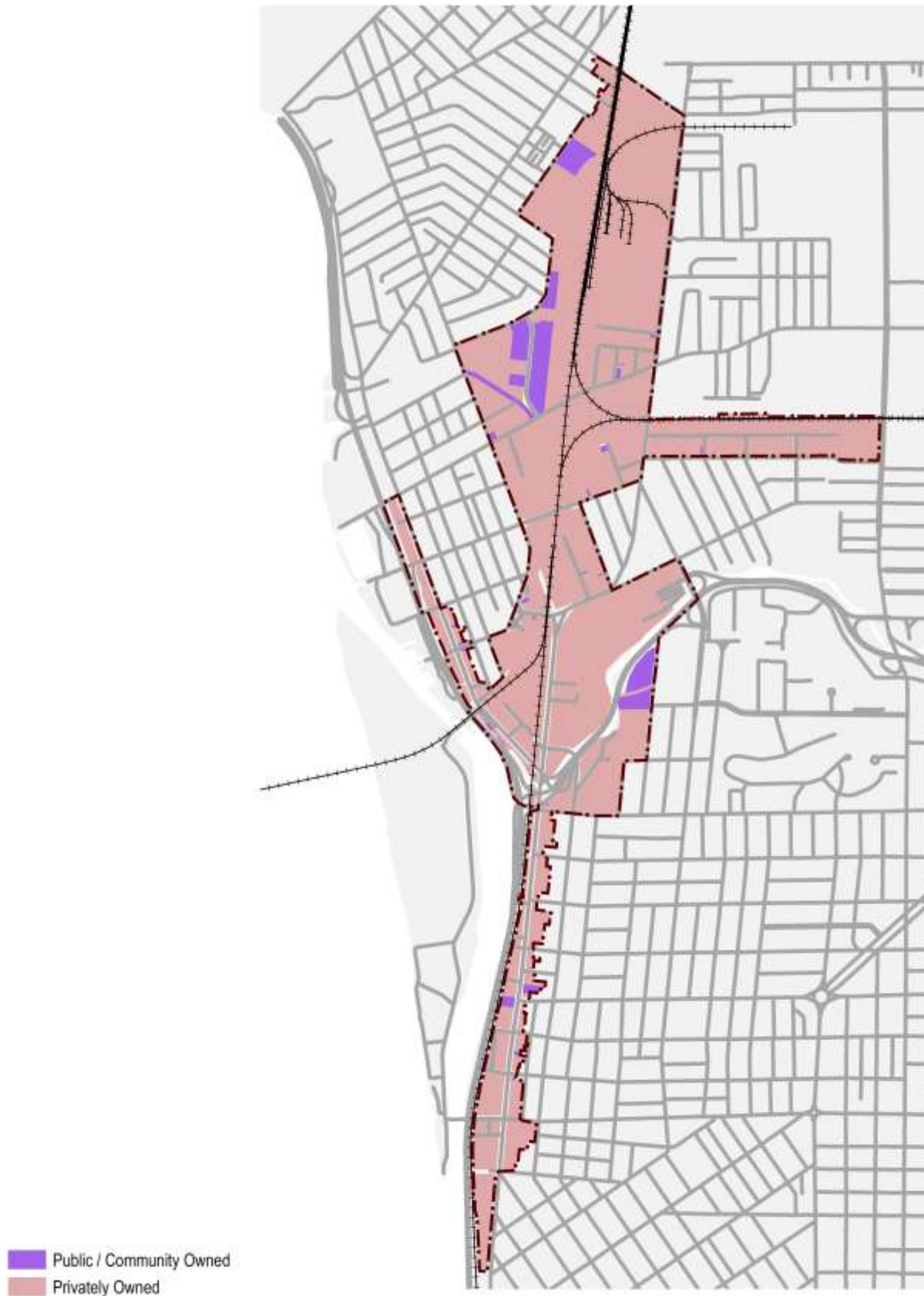
The majority of land was historically used for industry and rail transportation. Areas that have been out of active industrial use for years, or that encroach upon residential neighborhoods or natural resources, should be examined to determine whether the zoning should be changed. [Map 4.16]

	Acres		Parcels	
Total	650			
Water	8	1%		
Right-of-way	101	16%		
Under ownership	541	83%	838	
Residential	35	6%	341	41%
Parks / open space	< 1	0%	5	1%
Community facilities	< 1	0%	4	0%
Commercial	59	11%	125	15%
Industrial	192	36%	111	13%
Rail and utilities	122	23%	60	7%
Vacant	130	24%	192	23%

Map 4.13 Land use



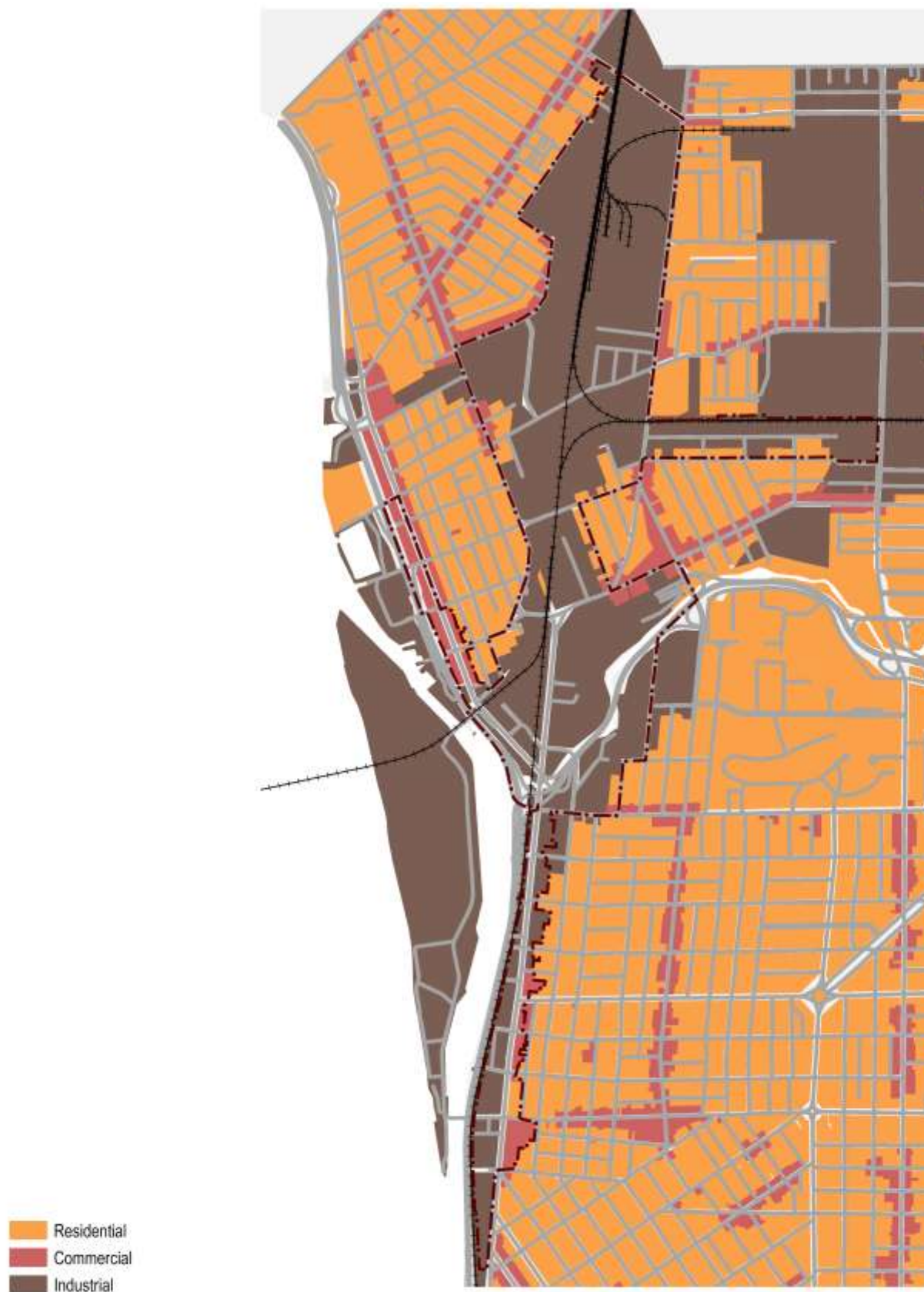
Map 4.14 Ownership



Map 4.15 Large parcels



Map 4.16 Current zoning



Key buildings are typically older, former industrial structures that are increasingly providing redevelopment opportunities. These 20 structures were identified based on their location, current use, potential for contributing to area-wide revitalization, and anticipated redevelopment potential. [Map 4.17]

Major commercial and industrial facilities generally consist of active industrial operations on properties that may or may not be considered brownfields, and properties that may contain key buildings. These 13 facilities were identified based on active site operations, revenue generated, and employment capacity, and include Dival Safety, Rich Products, Tops Supermarket, Aurubis and buildings located along River Rock and Rano drives. [Map 4.18]

Vacant structures are properties that are either vacant or are not being utilized to their highest potential based on their location, zoning, and level of development. The 68 vacant structures within the BOA are generally located adjacent to rail corridors along Tonawanda Street and Chandler Street, or in former industrial areas near the Scajaquada Expressway. [Map 4.19]

Vacant parcels were initially identified through the NYS Office of Real Property Services classification codes, and refined through site evaluations. These sites may have recorded tax arrears or be in foreclosure. Within the BOA, the majority of the 21 vacant sites are associated with the rail corridor along Tonawanda Street, or former industrial sites on Chandler Street. [Map 4.19]

Potential brownfields may consist of active, vacant, or underutilized sites. As defined by the US Environmental Protection Agency, they include any real property where the expansion, redevelopment, or reuse is complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. Brownfields are generally considered sites where previous operations have impacted the property's environmental integrity. Many times these are large former industrial sites, but they may also include smaller commercial sites such as dry cleaners, gas stations, and auto repair shops. Brownfields can have a variety of adverse impacts on a community—signifying disinvestment, posing environmental and public health threats, and impacting the local economy.

The 46 potential brownfields within the BOA were identified based on a variety of databases, including the NYSDEC's Remediation Site Database, Spills Inventory, and Bulk Storage Facility Database, as well as the USEPA's Envirofacts database. In addition, windshield surveys were conducted to evaluate any apparent recognized environmental concerns that may indicate on-site contamination issues. [Map 4.20]

Vacant brownfield properties often present the community with the greatest opportunities for transformation. These may offer short-term redevelopment opportunities, and attract additional investment and contribute to long-term revitalization.

Map 4.17 Key buildings



Map 4.18 Major facilities



Map 4.19 Vacant structures and land



Map 4.20 Potential brownfields



5 IMPLEMENTATION STRATEGY

The analysis of demographic characteristics and market potential, along with the inventory of assets, form the basis for establishing a vision for the Tonawanda Street Corridor. In undertaking this process, priorities must be set, since some land may not be development ready for many years. To ensure success that ultimately reaches all corners of the BOA, initial efforts need to create critical mass by focusing on targeted areas and strategic locations.

The goal of the Step 2 process is to develop an understanding of the BOA's long-term potential, which can then be translated into the city's proposed Land Use Plan and Unified Development Ordinance. These documents will guide the city's development over the next 20 years, and are designed to make long-neglected areas more attractive to investment and redevelopment.

5.1 Alternative Scenarios

As the first step in this process, the consultant team prepared three alternative scenarios for guiding future development within the BOA. These were presented to the public to determine how much support there was for each. This feedback was then used to inform the city's Land Use Plan and Unified Development Ordinance. Public input also assisted with the selection of strategic sites for further study under the BOA process.

To help frame the discussion of the alternative scenarios, a set of visioning directions and emerging principles were prepared:

Visioning Directions

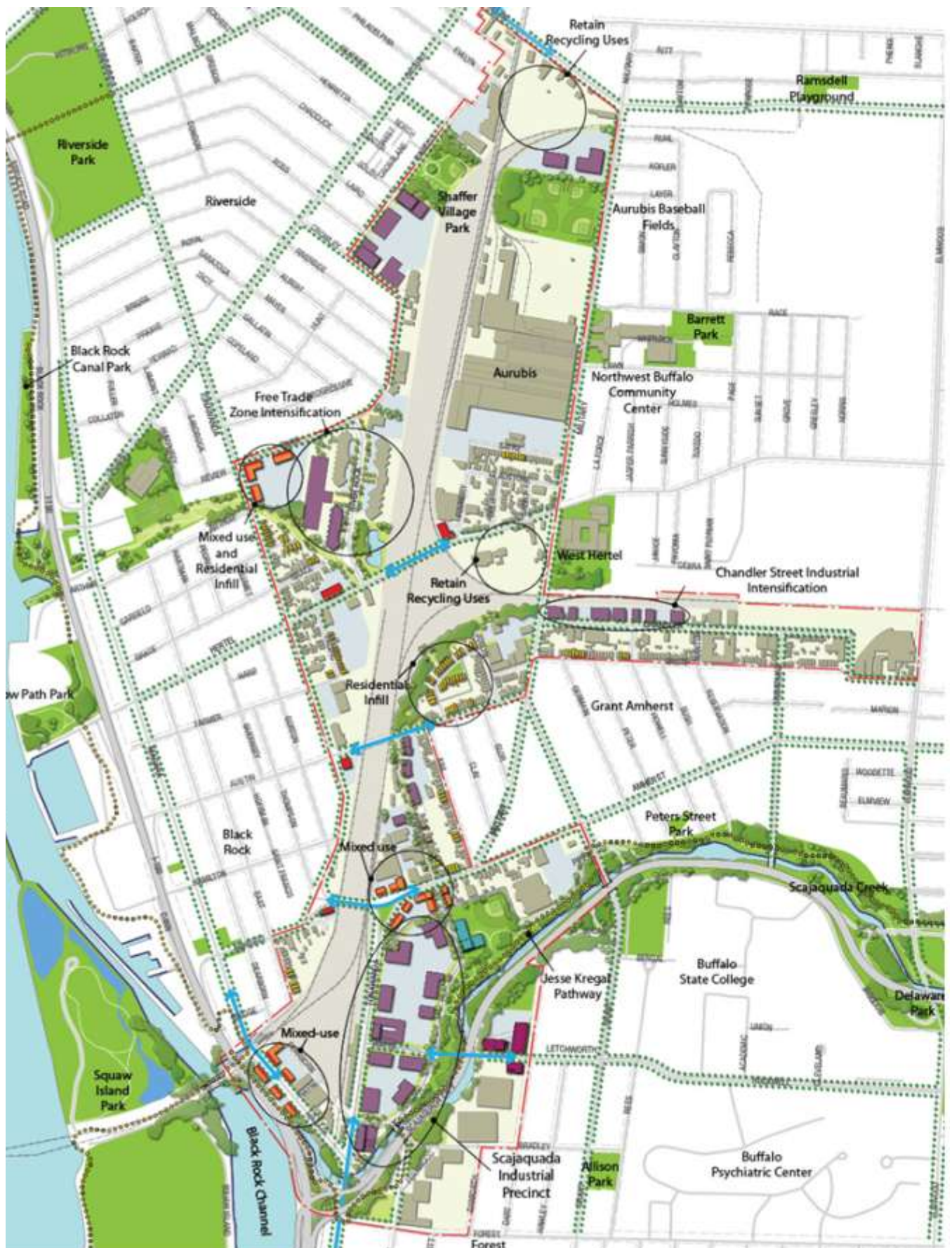
- The residential neighborhoods surrounding the BOA are important and should be strengthened.
- Significant historic resources exist and are a defining characteristic of the area.
- Emerging commercial strips serving local neighborhoods should be encouraged.
- Conflicting land uses have resulted in weakened neighborhood edges, and should be addressed.
- Buffalo State College is an important asset that should be better connected to the community.

Emerging Principles

- Restore environmental quality and improve community health.
- Enhance employment opportunities by redeveloping brownfields.
- Improve access and connectivity to destinations within and beyond the BOA, particularly to the water.
- Celebrate and enhance the character and history of the area.
- Promote housing revitalization and target residential infill.
- Examine opportunities for enhanced recreational amenities.
- Recognize Buffalo State College as an important community anchor, employer, and educator.

Industrial Expansion Scenario

- General expansion of industrial uses adjacent to Shaffer Village and along lower Tonawanda Street
- Additional flex industrial uses in the Chandler Street corridor and Free Trade Zone
- Retention of recycling uses
- Modest residential intensification supported by environmental, park, and waterfront access improvements







Employment Diversification Scenario

- Development of innovation campus adjacent to Scajaquada Creek, connected to Buffalo State College
- Expansion of flex industrial /commercial at Free Trade Zone and along Chandler Street
- Redevelopment of recycling sites
- Mixed-use, live/work, and small scale retail opportunities along key east-west corridors
- Greater levels of environmental, park, and waterfront access improvements; with new rail corridor trail linked to expanded Shaffer Village Park

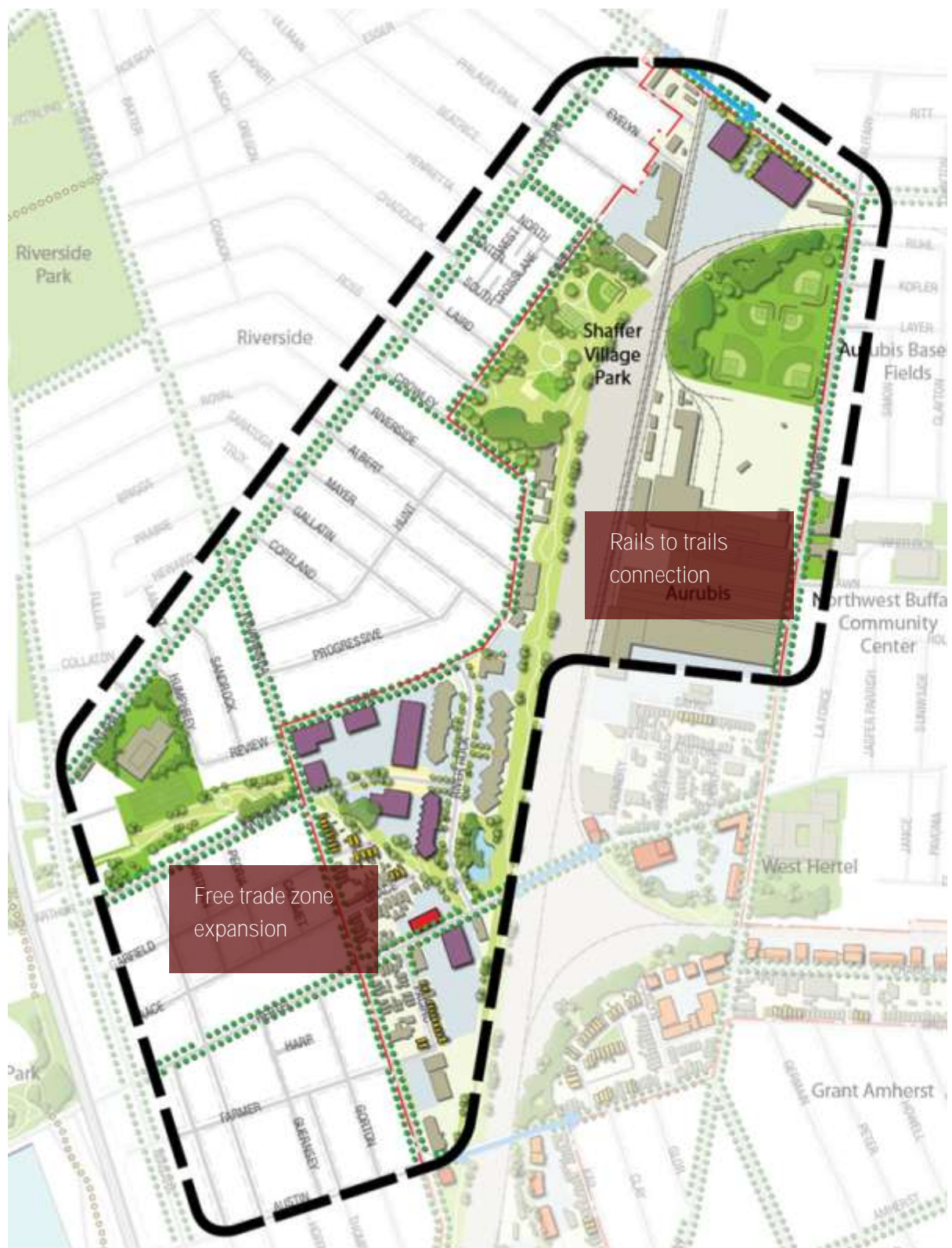




Scajaquada Creek
Innovation campus



Chandler Street
live/work district



Campus Employment and Residential Scenario

- Mixed-use campus along Scajaquada Creek, featuring highest levels of environmental, park, and waterfront access improvements
- Expansion of employment opportunities at Free Trade Zone and adjacent to Shaffer Village
- Full redevelopment of recycling sites with mixed-use and open space
- Greater incorporation of mixed-use, live/work opportunities
- Highest levels of park, community garden, and trail improvements



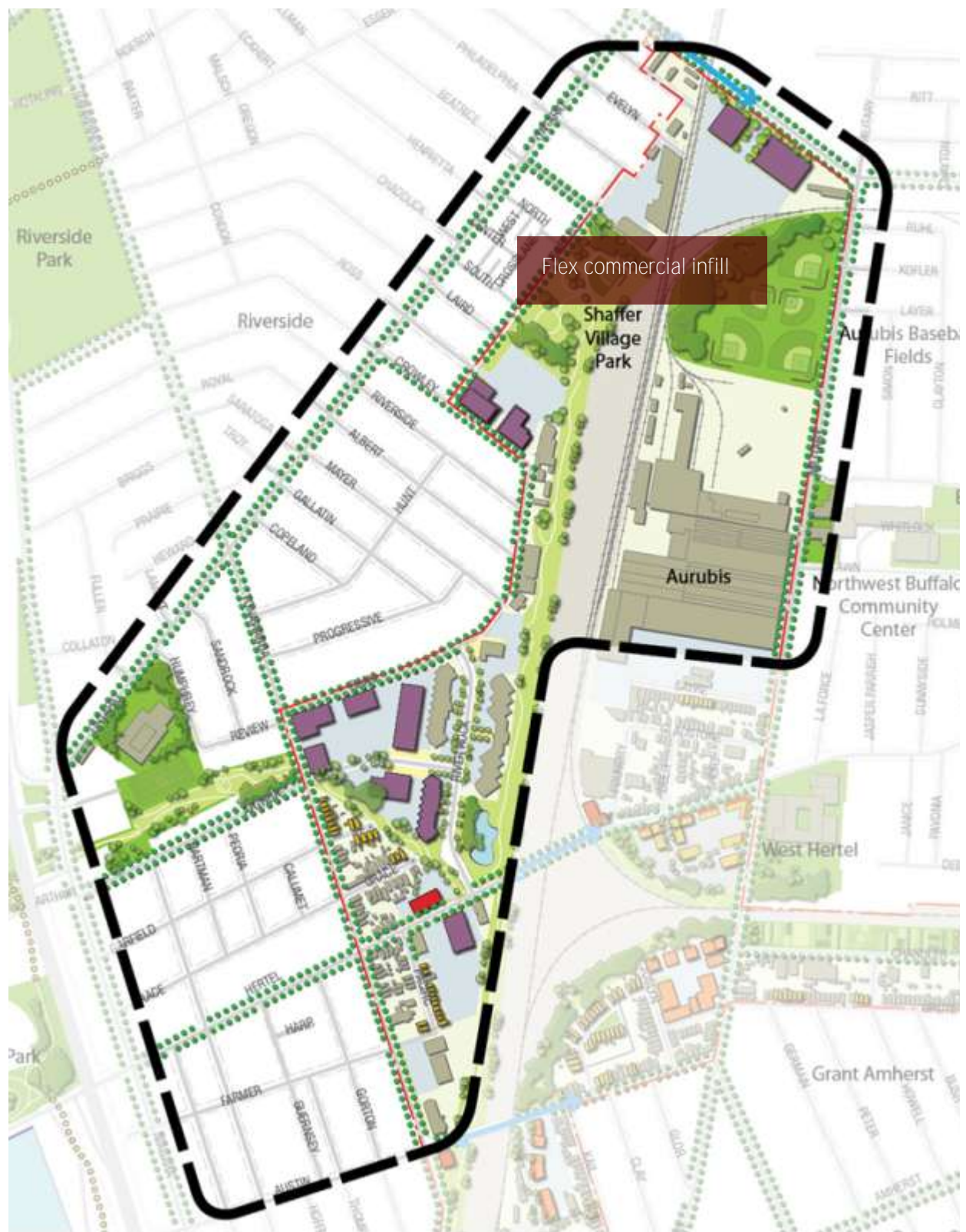


Residential infill



Residential infill

Community gardens



5.2 Community Feedback

Highlights from the input provided by residents who attended the open house include:

- Desire for a cleaner economy, restoration of Scajaquada Creek, improved waterfront access, and new linkages – green and otherwise – within neighborhoods.
- Very strong support for environmental improvements to Scajaquada Creek, including repair of the watercourse and expansion of riparian areas.
- Improvements, new connections, and better access to the Jesse Kregal Trail was the quintessential “no-brainer” of the plan.
- Support for both the Scajaquada Village innovation and educational campuses, but significant opposition to the development of an industrial precinct.
- Housing infill concepts were seen as means to reweave the fabric of the overall district.
- Chandler Street drew both support and opposition to all three options for this contaminated, rail-side corridor.
- Support for proposals to improve safety, security, and comfort of railway underpasses connecting different sides of the community.
- Scattered support for ideas such as daylighting Cornelius Creek, and creating a new recreational facility to relocate the pools and ice rink from Riverside Park.
- “Campus Employment and Residential” had the support of 54 percent of open house participants, while 38 percent favored “Employment Diversification,” and just 8 percent selected “Industrial Expansion.”

	<i>Industrial Expansion</i>	<i>Employment Diversification</i>	<i>Campus Employment and Residential</i>
Likes	Environmental improvements	Scajaquada innovation campus	Scajaquada parkland
	Mixed-use nodes	Rails to trails expansion	Scajaquada Village
	Scajaquada industrial precinct	Park and trail improvements	Hertel-Military mixed-use
	Free Trade Zone intensification	Letchwork-Watts connection	Community gardens on Chandler
	Job creation	Live/work opportunities	Residential infill
	Street trees	Free Trade Zone expansion	Live/work opportunities
	Live/work opportunities	Cornelius Creek daylighting	Rails to trails expansion
	Residential infill	Shaffer Village Park expansion	Shaffer Village Park expansion
	Connectivity improvements	Aurubis baseball fields expansion	Free Trade Zone intensification
	Public art		
	Retention of recycling uses		
Dislikes	Too much industrial	Chandler live/work	Community gardens on Chandler
	Retention of recycling uses	Scajaquada innovation campus	Hertel-Military mixed use
	Lack of rails to trails	Shaffer Village Park expansion	Too costly, not feasible
	Chandler industrial intensification	Rails to trails for security reasons	Lack of boat launch
	Scajaquada industrial precinct	Free Trade Zone expansion	Free Trade Zone expansion
		Commercial development	Residential infill

5.3 Land Use and Zoning Recommendations

As the final component of the Step 2 process, the consultant team and city took the community feedback that was provided for the alternative scenarios, and translated these into land use and zoning recommendations. These represent the core elements of Buffalo's proposed Green Code, which employs a place-based planning approach to address issues of form and character.

In addition to the public input received during the BOA process, nearly 1,000 residents attended separate Green Code meetings that were held at various locations throughout the city. The resulting land use and zoning recommendations reflect this input, along with the city's existing and desired development character, and the market trends that drive investment.

The land use and zoning recommendations proposed for the BOA will provide guidance for the next 20 years. These designations generally offer more flexibility than the existing zoning. The Green Code is designed to lay the foundation for future development, so that the market can determine what investments make sense and where, within the parameters agreed upon by the community.

It is expected that this approach will be more adaptable and encourage greater levels of private investment. The result of this planning process will be a Tonawanda Street Corridor that balances its remaining manufacturing sites with emerging employment, recreational, and natural uses that will increasingly drive its future.

Place-Based Planning

The conventional approach to land use planning and zoning divides places into mutually exclusive single-use zones. Place-based planning takes a different approach by addressing form and character, recognizing that great places typically have a mix of uses—residential, retail, office, civic, recreational, and natural—that make neighborhoods lively, interesting, and safe.

To initiate this planning process, historic development patterns were evaluated in the Tonawanda Street Corridor and across the city. Legal records indicated when different areas were subdivided and developed, and property maps showed street patterns and lot sizes. Windshield surveys

then provided measurements of development character such as building setbacks and heights, uses, design characteristics at an even greater level of detail.

The existing neighborhood fabric—buildings, parks, streets—provides the foundation for future development, and was an important factor in assigning place types. The proposed place types were ultimately determined by a combination of three factors: what existed in the past, what is there now, and what residents indicated they wanted their neighborhoods to become.

Buffalo's land use pattern is built around three distinct place types:

Neighborhoods are locations with a mixture of homes and businesses that are generally compact and walkable; support a mix of activities and a range of housing types; have streets that accommodate pedestrians, bicycles, and motor vehicles; and place priority on creating public space and locating civic buildings.

Neighborhoods are identifiable by their intensity. Characteristics such as building type and height, lot occupancy, and the mix of uses can be measured to provide an understanding of the different types of neighborhoods where we live, work, and play—going beyond simply how land is used.

Buffalo's neighborhoods are divided into four basic types, familiar to residents because they are based on existing neighborhood character. They developed during different eras in the city's history and have evolved over time, ranging from old to new, dense to open.

- Downtown neighborhoods house a range of uses—offices, shops, restaurants, theaters, and apartments—with structures that are built to the sidewalk. They work best when there is activity on the ground floor that attracts pedestrians and keeps streets safe. Examples include the Central Business District and secondary employment centers such as the Larkin District and Niagara Street in Upper Rock.
- Central neighborhoods are Buffalo's oldest, first developed in the 1800s and mostly adjacent to downtown and the waterfront. The lots are

small—typically 25 to 35 feet wide. Homes are close together and setbacks from the street minimal. Mixed-use, walkable centers are dense and have an array of uses in smaller buildings. Examples include Black Rock, Fruit Belt, and Old First Ward.

- Streetcar neighborhoods were developed along streetcar lines at the turn of the 20th century, have strong mixed-use centers at their cores, and are located near the outskirts of the city. These neighborhoods have slightly larger lots—typically 35 to 50 feet wide. Homes have more space between them with deeper setbacks, and building heights rarely exceed three stories. Examples include Kaisertown, Riverside, and University Heights.
- Edge neighborhoods are characterized by large lot sizes, spacious front yards, and single-family homes, often developed around parks and parkways. While they contain no retail activity, they are usually within walking distance of denser neighborhoods with a mix of commercial uses. Examples include Central Park, Kensington Heights, and Rebecca Park.

Districts are single-use areas such as employment centers or green spaces, where development patterns were created specifically for that use. There are three basic types, each with a pre-dominant use. Although districts are often separate from the prevailing street grid, their structure parallels the adjacent neighborhoods, sometimes with an identifiable focus that provides orientation, identity, and clear boundaries.

- Open space districts include natural conservation areas such as Tiff Nature Preserve; the Olmsted Park and parkway system; parks such as Unity Island and Tow Path; and civic spaces such as Market Square Park.
- Campus districts can be residential, medical, or educational. They function separately from surrounding activities, and are often served by an internal circulation system apart from the adjacent street grid. Examples include Shaffer Village, Marine Vista, Erie County Medical Center, and Buffalo State College.

- Employment districts include auto-oriented shopping centers, office parks, and light and heavy industrial facilities. They are often separated from, but within walking or transit distance of, residential neighborhoods. Examples include Delaware Consumer Square, the Free Trade Zone, and Aurubis.

Corridors are linear connections that form the borders of and connect neighborhoods and districts. Corridors are composed of natural and man-made components, including waterways, trails and green spaces, limited access highways, and rail lines.

- Transportation corridors have long been organizing elements for the city, serving as both connectors and boundaries that define neighborhoods. Examples include active rail lines and the Metro Rail.
- Waterfront corridors are bodies of water that connect neighborhoods, industrial areas, and employment centers. They also define the edges of neighborhoods and give identity to the city. Examples include Lake Erie, the Buffalo and Niagara Rivers, Black Rock Canal, and Scajaquada and Cazenovia Creeks.

Proposed Place Types

By applying these place-based planning principles, the entire city was mapped by place type. All of the city's 90,000 parcels (including over 800 in the Tonawanda Street Corridor) were assigned a specific place type. This allowed residents and stakeholders to establish tailored goals for each, while encouraging mixed-use places with a combination of functions—the foundation for creating walkable neighborhoods and employment centers.

Within the BOA, the boundaries reflect the rail lines that drove its initial growth. Most of the land was originally used for manufacturing, warehousing, and shipping; although recent efforts have begun to repurpose some of these abandoned industrial facilities into mixed-use developments of housing, offices, and retail.

The northern section of the BOA follows the rail corridor from Amherst up to Skillen, and includes a connection to the Belt Line that runs parallel to Chandler Street. The rail corridor consists of a single active line, so the plan calls for converting the abandoned rail lines on the west side of the corridor into open space, which would eventually link into the regional trail system.

Aside from this open space, land on both sides of the rail corridor are largely industrial. The only site in the BOA designated as Heavy Industrial – the Aurubis facility – is located to the east of the rail line. To the west and bounded by Rano, Crowley, and Isabelle is Light Industrial, including the Free Trade Zone and a series of free-standing manufacturing, warehousing, and distribution facilities. There are also a couple of small residential sections, including a triangular parcel on Austin Street that is currently vacant land; and a commercial strip along Tonawanda Street.

N-1D: Downtown Hub

Within walking distance of Main Street, and directly accessible to Metro Rail service and several Metro Bus lines.

Able to support high densities, with building heights that exceed the width of the adjacent right-of-way. New construction should be at least four stories, to protect the scale and character of the neighborhood and support a range of transportation options.

Appropriate for an intense mix of residential and commercial uses, to encourage all-day pedestrian activity as the regional center.

On blocks of between 200 and 400 feet.

N-1C: Mixed-Use Core

Accessible to either Metro Rail or more than two high-frequency Metro Bus lines.

Able to support higher densities, with building heights that match the width of the adjacent right-of-way. New construction should be at least two stories, to protect the scale and character of the neighborhood and support a range of transportation options.

Appropriate for an intense mix of residential, commercial, and industrial uses, to encourage pedestrian activity.

On blocks of between 200 and 400 feet.

N-1S: Secondary Employment Center

Accessible to at least one high-frequency Metro Bus line.

Located in an industrial heritage area of significant density, with warehouses and factories developed in clusters adjacent to rail or water shipping routes.

Able to support high densities, with building heights of up to six stories.

Occupied by industrial structures that are appropriate for redevelopment into an intense mix of industrial, commercial, and residential uses.

Amenable to design standards contributing to the reuse of heritage structures, without imposing an unreasonable burden on industrial uses.

On blocks of up to 1,200 feet.

N-2C: Mixed-Use Center

Accessible to at least one high-frequency Metro Bus line.

Located along a neighborhood main street, characterized by small-scale, mixed-use buildings placed close to the sidewalk and designed for pedestrian access.

Able to support density at a human scale, with buildings of up to four stories. New construction should be at least two stories, to protect the scale and character of the neighborhood and support a range of transportation options.

Appropriate for development as a consistent streetscape of pedestrian-oriented shop fronts.

Amenable to design standards promoting walkability to attract pedestrian activity and boost retail sales.

On blocks of between 200 and 400 feet.

N-2E: Mixed-Use Edge

Accessible to at least one Metro Bus line.

Located at less intensely developed areas, where a diverse set of building types and setbacks reflects a mixed residential and commercial character.

Able to offer a transition between a neighborhood main street and principally residential areas.

Able to support density at a human scale, with buildings of up to four stories.

Amenable to design standards promoting walkability, while providing flexibility to respond to a more residential context.

On blocks of up to 800 feet.

N-2R: Residential

Located in a predominantly residential area with a variety of housing options (single-family to multi-family), occasional civic structures (schools, places of worship), and mixed-use buildings on corner lots.

Able to support density at a human scale, with buildings of up to three stories (four stories along frequent transit routes).

On lots of between 18 and 60 feet.

On blocks of up to 800 feet.

N-3C: Mixed-Use Center

Accessible to at least one high-frequency Metro Bus line.

Located along a neighborhood main street, characterized by small-scale, mixed-use buildings placed close to the sidewalk and designed for pedestrian access.

Able to support density at a human scale, with buildings of up to three stories. New construction should be between one and three stories, to protect the scale and character of the neighborhood and support a range of transportation options.

Appropriate for development as a consistent streetscape of pedestrian-oriented shop fronts.

Amenable to design standards promoting walkability to attract pedestrian activity and boost retail sales.

On blocks of between 200 and 400 feet.

N-3E: Mixed-Use Edge

Accessible to at least one Metro Bus line.

Located at less intensely developed areas, where a diverse set of building types and setbacks reflects a mixed residential and commercial character.

Able to offer a transition between a neighborhood main street and principally residential areas.

Able to support density at a human scale, with buildings of up to three stories.

Amenable to design standards promoting walkability, while providing flexibility to respond to a more residential context.

On blocks of up to 800 feet.

N-3R: Residential

Located in a predominantly residential area with a variety of housing options (single-family to multi-family), occasional civic structures (schools, places of worship), and mixed-use buildings on corner lots.

Able to support density at a human scale, with buildings of up to three stories.

On lots of between 30 and 75 feet.

On blocks of up to 800 feet.

N-4-30: Single Family

Located in a predominantly single-family residential area, with occasional civic structures and no mixed-use or commercial buildings.

Able to support density at a human scale, with buildings of up to three stories.

On lots of between 30 and 75 feet.

On blocks of up to 800 feet.

N-4-50: Single Family

Located in a predominantly single-family residential area, with occasional civic structures and no mixed-use or commercial buildings.

Able to support density at a human scale, with buildings of up to three stories.

On lots of at least 50 feet.

On blocks of between 800 and 1,200 feet.

D-OS: Square

Intended for a formal public square, designed as a largely hardscape area.

Less than two acres.

Appropriate for an intense mix of civic and commercial uses, to support a lively public realm.

D-OG: Green

Intended for a formal civic green, often identified as a public park.

Appropriate for some civic and commercial uses, in support of its primary use as a public space.

D-ON: Natural

Intended to be set aside as protected areas principally used for the conservation of natural habitat.

At least a quarter acre.

Characterized by wetlands, flood plains, or sensitive habitats.

Inappropriate for intensive use by the public, and appropriate only for passive recreation that is compatible with natural habitat.

D-R: Residential Campus

Located in a predominantly residential area, usually under single ownership, with occasional civic and commercial uses that support campus residents.

Able to support a range of building types and heights.

On blocks of up to 1,200 feet.

D-E: Educational Campus

Located within an integrated college or university campus with clearly defined boundaries.

Directly accessible to Metro Rail or at least one high-frequency Metro Bus line.

Able to support high densities, with buildings of up to six stories (12 stories with special review).

Appropriate for an intense mix of residential and commercial uses to support campus development.

D-M: Medical Campus

Located within an integrated medical or research campus with clearly defined boundaries.

Directly accessible to Metro Rail or at least one high-frequency Metro Bus line.

Able to support high densities, with buildings of up to six stories (16 stories with special review).

Appropriate for an intense mix of residential, commercial, and industrial uses to support campus development.

D-S: Strip Retail

Located at a highway interchange or along a major arterial with little or no on-street parking.

Developed for large-scale retail establishments that draw upon markets beyond the immediate neighborhood.

Appropriate for an intense mix of residential and commercial uses, but not for industrial uses.

Over 10,000 square feet in area, and more than 200 feet deep.

On blocks of up to 1,200 feet.

D-C: Flex Commercial

Located at a highway interchange, along a major arterial with little or no on-street parking, or along a truck route.

Identified as an appropriate transition area between industrial and residential zones.

Appropriate for a mix of uses, including industrial in some cases.

Over 10,000 square feet in area, and more than 200 feet deep.

On blocks up to or exceeding 1,200 feet.

D-IL: Light Industrial

Appropriate for light industrial uses.

Accessible to a truck route, rail or water.

Over 10,000 square feet in area, and more than 200 feet deep.

On blocks up to or exceeding 1,200 feet.

D-IH: Heavy Industrial

Appropriate for heavy industrial uses, without reasonable likelihood of producing conflicts with established uses nearby.

Buffered from residential neighborhoods by either distance or a rail, highway, or water barrier.

Accessible to a truck route, rail or water.

Over 10,000 square feet in area, and more than 200 feet deep.

On blocks up to or exceeding 1,200 feet.

C-R: Rail

Owned by an entity that actively provides intercity freight or passenger rail service, or that previously provided service but maintains importance as a rail link.

Considered critical to supporting transportation access, and set aside and protected exclusively for that use.

Parcels north of Chandler Street adjacent to the rail line are all zoned Light Industrial; while the south side of the street is a mix of Light Industrial, Secondary Employment, and Residential.

The central portion is bisected by Scajaquada Creek, and includes an extension of Niagara Street to the north. The lower section of Niagara Street surrounded by rail lines is zoned Light Industrial; while most of the upper part is split between Mixed-Use Center and Mixed-Use Edge, reflecting the small buildings along these blocks that often combine retail with residential, and serve the Black Rock neighborhood to the east.

There is Strip Commercial at the intersection of Grant and Amherst, while the balance of Amherst Street is zoned Mixed-Use Center. Land to the west of Scajaquada Creek is zoned Light Industrial and Secondary Employment, largely based on the presence of existing buildings that could be repurposed. Across the creek, the land is zoned Light Industrial, with a section at the southern edge set

aside as Residential Campus, in anticipation of future re-use. Local Waterfront Revitalization Program guidelines call for a setback along the water's edge, which would apply to any parcels fronting Scajaquada Creek.

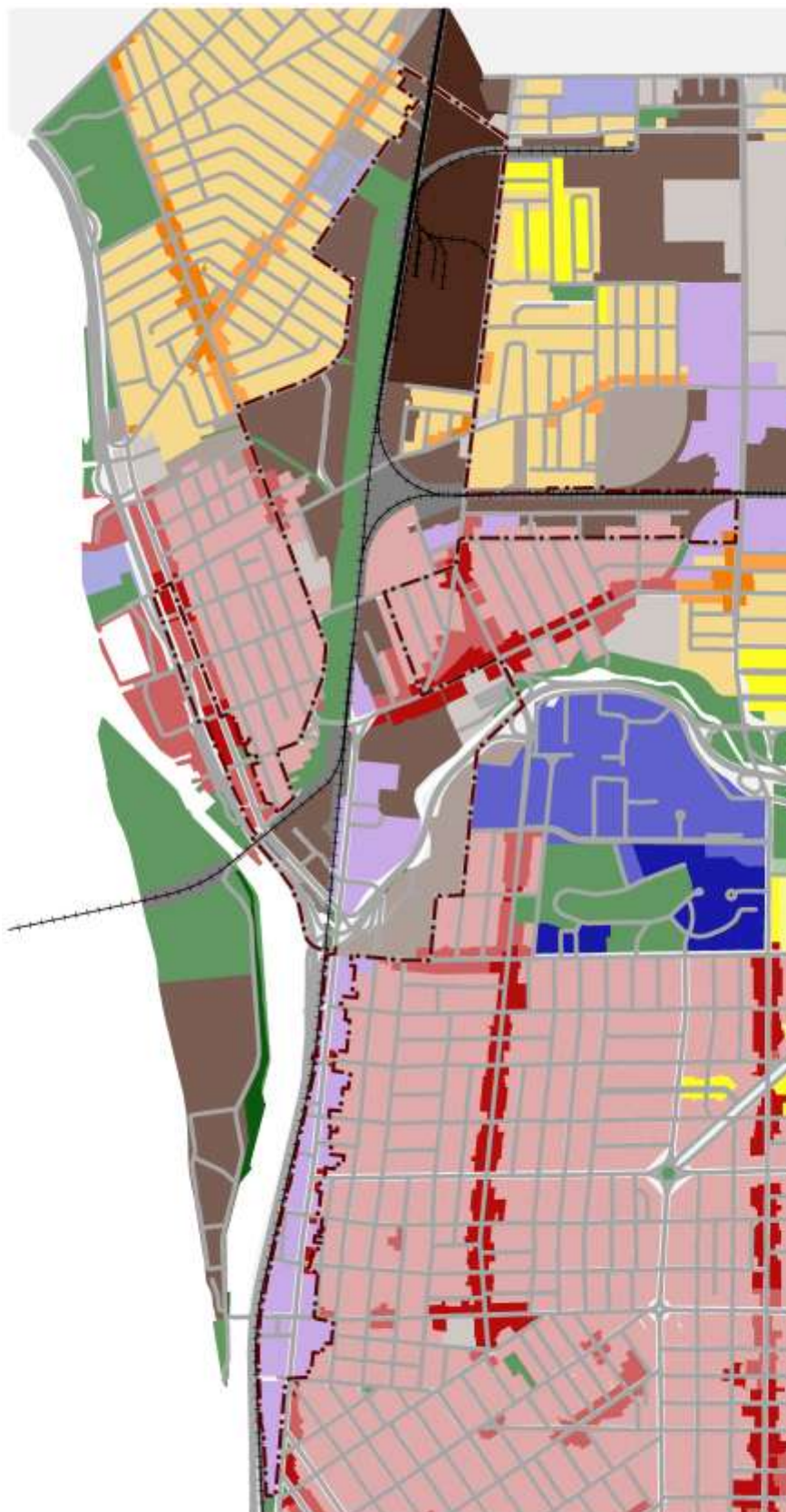
The southern section of the BOA runs along both sides of Niagara Street, from Forest south to Hampshire. This is largely zoned as Secondary Employment, which is the primary designation for areas adjacent to the Belt Line. There are a handful of parcels zoned Light Industrial, in recognition of existing uses such as manufacturing, gas stations, and used car lots; and the fact that the building stock would not support redevelopment as a Secondary Employment Center. There are also a few Mixed-Use Center designations, for smaller buildings that typically have retail on the ground floor with residential above. [Map 5.1]

Figure 5.1 Select place-type characteristics

- Industrial loft clusters at Black Rock Yards and Great Arrow are mapped N-1S
- Neighborhood centers along Amherst, Grant, Hertel, Niagara, and Tonawanda are mapped N-2C, N-2E, N-3C, or N-3E, depending on intensity
- The oldest residential sections of Black Rock, adjacent to Scajaquada Creek and Black Rock Harbor, are mapped N-2R
- Newer residential sections of Riverside and West Hertel are mapped N-3R, with some lower-intensity areas mapped N-4-30
- Black Rock Harbor is mapped N-2E and D-OG
- Riverside Park, Unity Island, and the banks of Scajaquada Creek are mapped D-OG
- Vacant rail corridors are mapped D-OG
- Various parcels adjacent to rail facilities are mapped D-IL
- The east side of Military, north of Hertel, is mapped D-IH




Map 5.1 Proposed place types

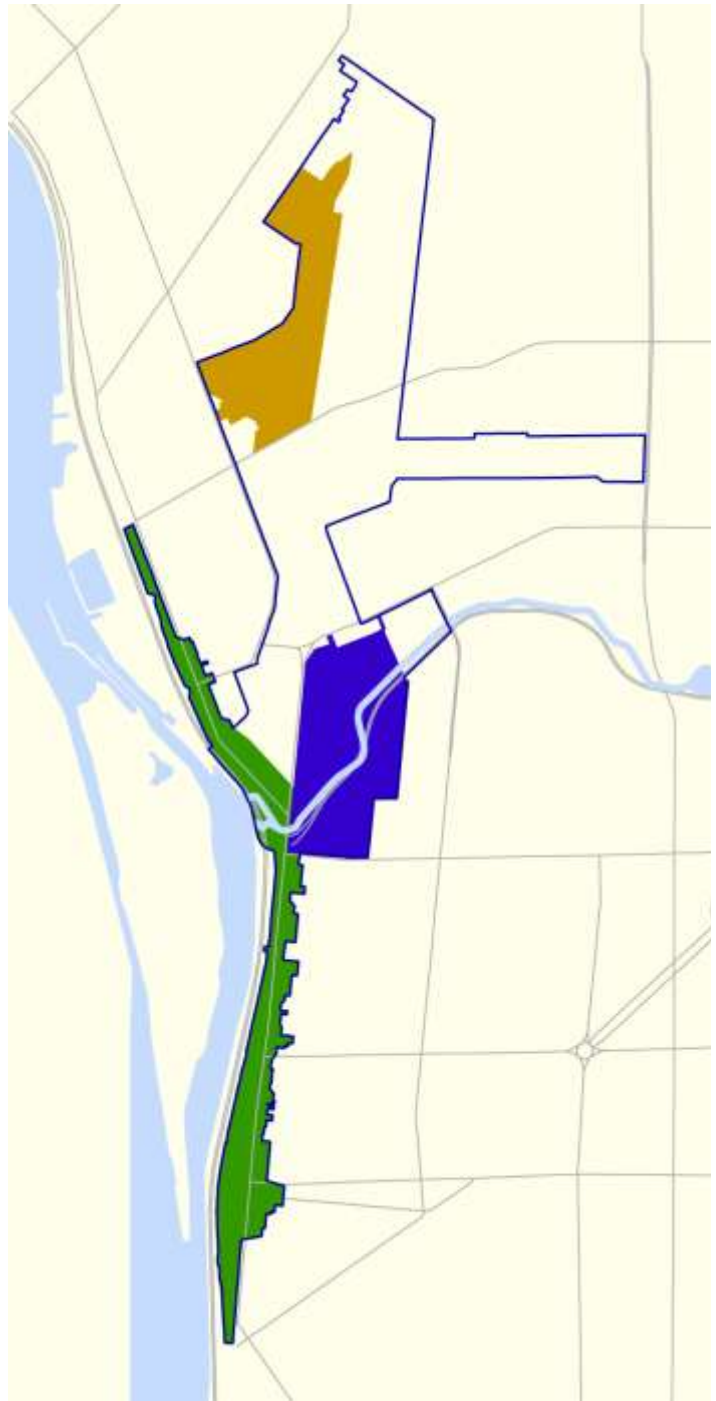
- N-1-D
- N-1-C
- N-1-S
- N-2-C
- N-2-E
- N-2-R
- N-3-C
- N-3-E
- N-3-R
- N-4-30
- N-4-50
- D-OS
- D-OG
- D-ON
- D-R
- D-E
- D-M
- D-R
- D-C
- D-LI
- D-HI
- C-R



6 STRATEGIC LOCATIONS

Three strategic locations were identified within the BOA: Niagara Street, Scajaquada Creek, and the Free Trade Zone. These were considered strategic due to a combination of factors including location, current land uses, proximity to transportation, environmental conditions, and redevelopment potential.

-  Niagara Street
-  Scajaquada Creek
-  Free Trade Zone



6.1 Niagara Street

This strategic location focuses on the Niagara Street corridor between Hertel Avenue to the north and Hampshire Street to the south. It seeks to encourage infill redevelopment opportunities along Niagara Street, which serves as a mixed-use corridor serving the adjacent neighborhoods.

Niagara Street is located parallel to the Black Rock Canal. It is a radial arterial from Joseph Ellicott's original plan for Buffalo, and the primary corridor linking downtown with the West Side, Black Rock, and Riverside.

Since its commercial and industrial peak in the 1950s, the corridor has experienced disinvestment, deteriorating infrastructure, and abandonment. But it has recently begun experiencing a renaissance, spurred by public investment in infrastructure coupled with private development such as

adaptive reuse projects, business start-ups, and commercial growth.

Niagara Street is currently evolving into a mixed-use corridor. A combination of private investments (Resurgence Brewery and Bootleg Bucha at 1250 Niagara) and public investments (Niagara Street Gateway Project) have occurred at the same time to increase the momentum of this transition. The catalyst for the investment occurring along Niagara Street is the rising value of properties and corridors that exhibit a walkable, traditional urban fabric.

The Niagara Street analysis includes looking at the current conditions as a basis to encourage further redevelopment as a unified, multi-modal corridor.

Black Rock Harbor Conceptual Rendering



Transportation

Conversion of Niagara Street into a complete street will alter current physical conditions of the transportation network and shift travel behaviors. Infill development could further alter existing circulation patterns by affecting travel times, distances, and congestion. These potential impacts apply to all modes of transportation (vehicular, public transportation, bicycle and pedestrian), and infill development should balance the potential impacts across all users to provide destinations for each mode. Additionally, transportation systems, specifically the organization and design of the street network, can impact economic development by providing convenient connections.

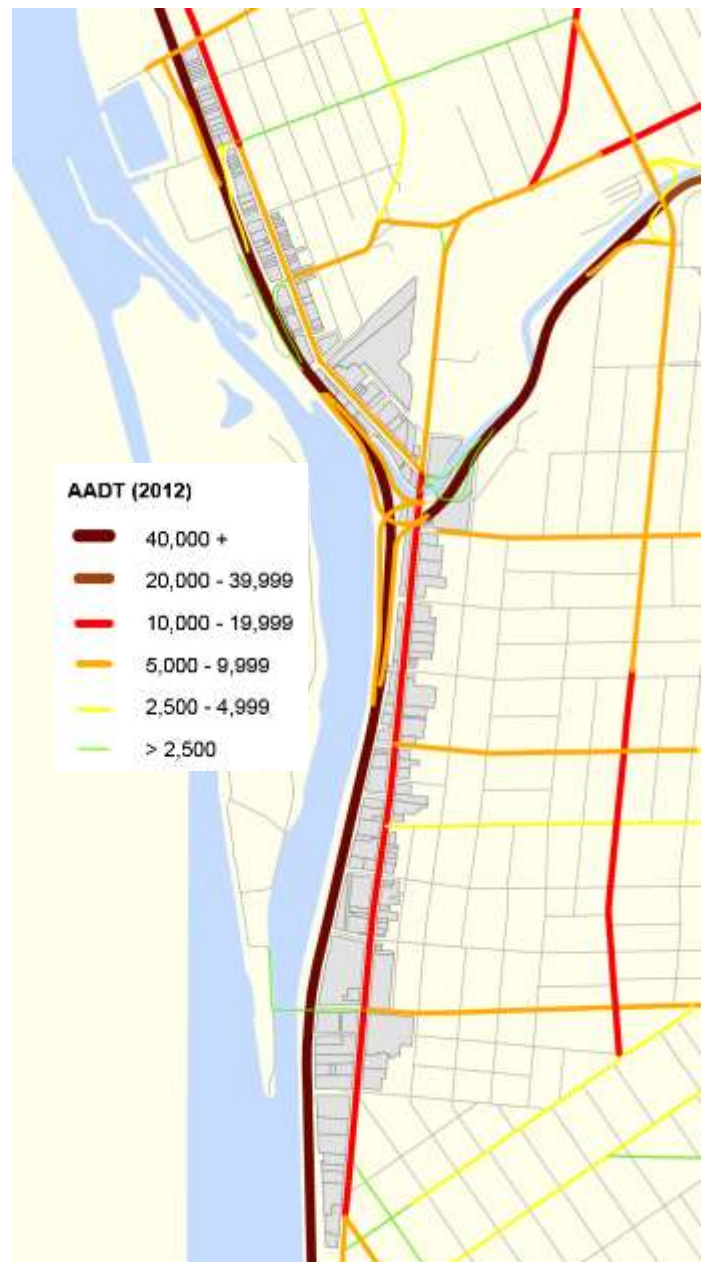
Substantial changes in vehicular traffic along Niagara Street occur where it experiences significant shifts in orientation at Hampshire and Tonawanda streets, or where entrances to the I-190 or Scajaquada Expressways are located. Between Hampshire and Tonawanda, approximately 20,000 vehicles per day travel along Niagara Street. Less than half as many (between 8,500 and 9,700 vehicles) travel along the section north of Tonawanda, where its orientation shifts to follow the river. The intersection at Tonawanda Street is also the location of an interchange for the Scajaquada Expressway.

Traffic volumes along Niagara Street south of Hampshire are approximately 7,500 per day, and there is an entrance to the I-190 at Busti Avenue. Spikes in traffic volumes along Niagara Street are largely due to drivers accessing the I-190 or Scajaquada Expressway, rather than to destinations along the corridor. Niagara Street would benefit from a road diet that would encourage it to function as a pedestrian-oriented destination rather than as a thoroughfare connecting highways that move traffic away from the neighborhood.

Niagara Street is well-served by public transportation, highlighted by one of the NFTA's most popular routes—the 5 Niagara—traveling between downtown and Hertel Avenue. A few other routes also serve the area: 3 Grant, 12 Utica, 23 Fillmore/Hertel, 26 Delavan, 32 Amherst, and 79 Tonawanda, which provide access to all parts of the city.

There is limited bicycle infrastructure along Niagara Street and within the BOA. The only dedicated bicycle path is the Jesse Kregal Pathway adjacent to the Scajaquada Expressway. At Niagara, the path runs beneath the inter-

change ramps for I-190 and the Scajaquada Expressway. As a result of the interchange ramps, lack of buildings to provide orientation to the street, multiple vacant lots and lack of signage, the path blends in with the vacant industrial landscape and is not easy to navigate. It is paved with asphalt but does not have any lighting. There are no bicycle volumes available for Niagara Street or the study area.



Sidewalks to accommodate **pedestrians** are continuous along Niagara Street, with most in good condition and featuring ADA accessible ramps. Unfortunately, much of the pedestrian environment is lacking in amenities such as street trees, landscaping, trash receptacles, and benches. The lack of a continuous building street wall in many areas also detracts from the pedestrian environment.

Overall, the design of the Niagara Street has been prioritized for automobiles. A multi-modal corridor that accommodates all users and that provides amenities for pedestrians, bicyclists and transit users would have the most profound impact on the corridor and complement ongoing infill development strategies.

Land Use

There are 196 parcels located along Niagara Street between Hampshire Street and Hertel Avenue. Commercial is the most common use, with 95 parcels (48 percent). Other uses include 49 vacant parcels (25 percent), 25 industrial parcels (13 percent) and 16 residential parcels (8 percent). Vacant properties are generally not clustered together or contiguous; rather, they are fairly evenly distributed along individual blocks.

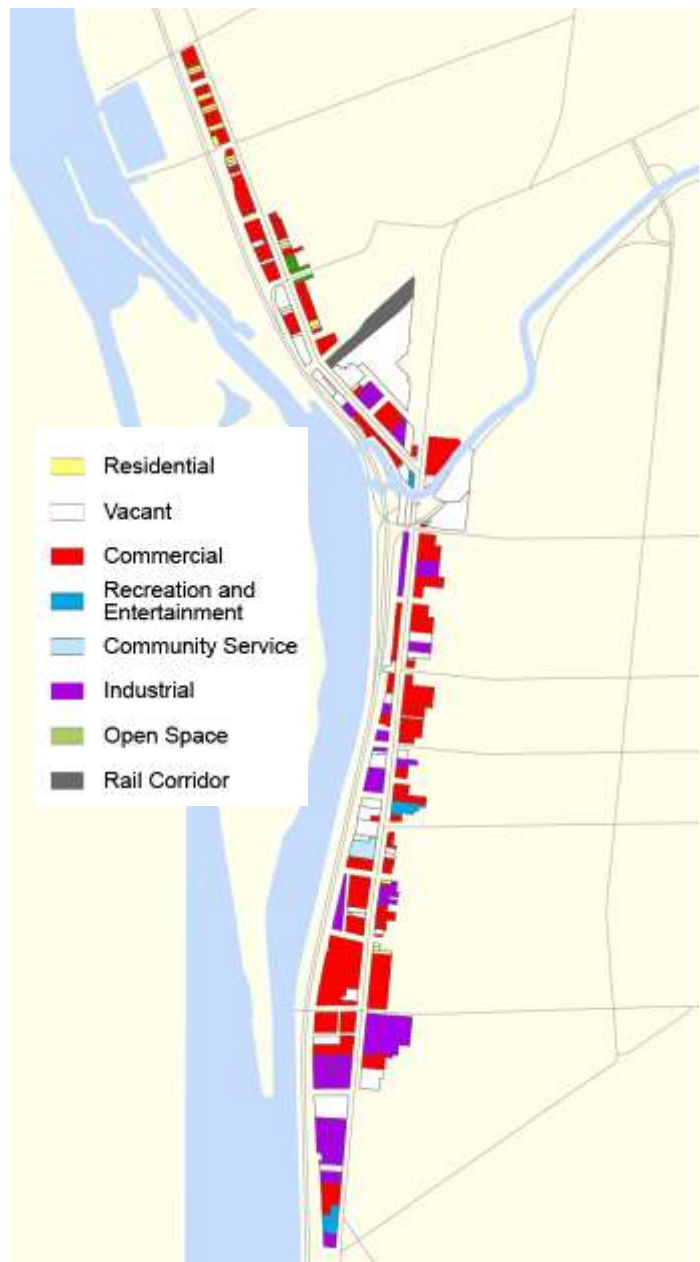
The existing urban fabric along Niagara Street is also an important consideration for infill development because it provides a basis for creation of an identifiable, mixed-use district that encourages multi-modal transportation options. The urban fabric is primarily made up of the existing building stock which includes building height, setback, materials and style and the existing public realm such as street width, sidewalks, and street trees.

Much of the urban fabric along Niagara Street has been removed over the last several decades. Significant portions of the street frontage are devoid of buildings, primarily occupied by surface parking lots (varying in material between pavement and gravel) or vacant land. The buildings do not vary much in height, and a majority of those with smaller footprints are detached homes, typically 2.5 stories in height.

Buildings with larger footprints, when occupied, are typically industrial or commercial, generally one or two stories. Approximately a dozen former industrial or residential apartment buildings are three stories or taller. The tallest

building is located at 1502 Niagara Street, and is eight stories.

The average width of the roadway along Niagara Street is 65 feet. Sidewalks are present along both sides of the street and are generally five feet wide, with another five-foot buffer between the sidewalk and curb. Buffer area composition varies among landscaping, grass, and concrete. Overall, the typical Niagara Street right-of-way width (building to building) is 100 feet.



Street trees are limited along Niagara Street. South of Tonawanda there are no street trees located between the curb and sidewalk. The few existing trees are in the areas between sidewalks and buildings, with a majority located in front of vacant lots. North of Tonawanda, there are six blocks with roughly 23 street trees.

Property Ownership

The majority of parcels (91 percent) are privately-owned, which make up 178 of 196 parcels. The remaining 187 parcels are publicly-owned by either the City of Buffalo, ECIDA, or the federal government.

Public Investments

A number of significant infrastructure projects are planned for the Niagara Street Corridor.

The Niagara Street Gateway Project is a \$16.3 million infrastructure upgrade that will improve the connection to downtown. The project will occur in multiple phases; improvements within the BOA are part of Phases III and IV. Phase III targets specific safety improvements to the Niagara Street/Ferry Street intersection; while Phase IV includes \$7 million for improvements between Porter Avenue and Ontario Street. Improvements to this segment will include: mill and overlay, a new striping pattern, LED street lighting, sidewalks, green infrastructure, traffic signals and ADA ramps that will be consistent with the city's Complete Streets Ordinance. Design is underway, with construction expected to be completed by late 2018.

The Niagara River Greenway Plan is a comprehensive effort to develop a greenway of interconnected parks, river access points and waterfront trails from Lake Erie to Lake Ontario. Specific projects within the BOA that are completed or under development include the Scajaquada Creekside Trail and Black Rock Canal Park Improvements. While Niagara Street is within the boundary of the Greenway Plan, the I-190 creates a significant barrier that impedes access to both the river and Black Rock Canal.

The city recently updated its Bicycle Master Plan, which included an inventory of existing conditions, extent of bicycle activity, and recommendations for new facilities such

as sharrows, dedicated lanes, buffered lanes, and cycle tracks. Implementation will create a system connecting residential areas to shopping, entertainment, jobs, and services throughout the city. The plan also prioritizes a number of short-term projects, including a cycle track on Niagara Street between Busti Avenue and Ferry Street. The bike plan will complement the Niagara Street Gateway Project to provide appropriate cycling infrastructure along the entire corridor.



Proposed Niagara Street Cycle Track



Buffalo Niagara Riverkeeper has received funding from the New York Power Authority to develop a paddlesport launch at a waterfront location that has historically been cut off from public access. The plan includes greenspace and a kayak and canoe launch in a highly visible location on Niagara Street near the intersection of Tonawanda.

Private Investments

Private investment has recently had a positive impact along Niagara Street, often without visible public infrastructure investments. Some of this investment has been initiated by long-time anchors such as Rich Products, while some represents small business start-ups or expansions. Developer interest in adaptive reuse projects is also gaining momentum despite the auto-centric nature of the street and its proximity to I-190.

In 2012, Rich Products began making \$18.5 million in investments to expand and upgrade its customer innovation center and corporate headquarters along Niagara Street,

creating 17 new jobs and retaining 651 existing positions. The center is being used by Rich to develop new products with its clients and customers.

Sugar City Art Collective organizes alternative community, art and cultural events. Founded in 2009, Sugar City was originally located in Allentown. In 2014, Sugar City partnered with a private building owner to renovate and occupy 1239 Niagara that will serve as its headquarters and event space.

Resurgence Brewery, Bootleg Bucha, and Body of Trade & Commerce Gallery have been responsible for reactivating a former industrial building at 1250 Niagara. Resurgence is a craft beer brewery founded in 2014, and includes an outdoor beer garden, bar and tasting room with food options. Bootleg Bucha relocated to Niagara Street in 2016, and has a retail outlet for its kombucha products, as well as an expanded production facility. BT&C is a commercial art gallery focusing on contemporary works, and gives local artists an opportunity to display and sell their work.

Buffalo Alternative Therapies provides acupuncture and massage therapy in a supportive community setting, having moved to its location at 1315 Niagara in 2014.

West Side Pet Clinic and Pawprints by Penny share a building 1245 Niagara. The Clinic focuses on non-serious health issues for animals, including complete physical examinations, vaccinations, preventative medicine, as well as diagnosis and treatment for common ailments. Pawprints offers all breed pet grooming, dog daycare and dog boarding.

960 Busti Avenue is a four-story, 68,000 sf brick building owned by Ellicott Development. It is currently being renovated into 18 market-rate apartments, along with office and retail space on the ground floor.

Ellicott Development is also completing construction of a new mixed-use building at 1088 Niagara that will house a Tim Horton's donut shop on the ground floor and three apartments above. The site was part of the Brownfield Cleanup Program.

1225 Niagara Street is a three-story brick building that is being converted into three apartments on the upper floors and a restaurant on the ground floor. It was recently awarded Transit-Oriented Development funding from the state's Better Buffalo Fund.

Ciminelli Real Estate is in the early stages of converting the former Mentholatum factory at 1360 Niagara into a mixed-use structure. The four-story, 80,000 sf building was constructed in 1919, and will include 51 market-rate apartments along with retail space and a community room. The developer is pursuing historic tax credits for the project.

The former Bison Storage Warehouse at 1502 Niagara is currently being renovated into the Crescendo. The seven-story building, constructed in 1911, will be anchored by 41 market-rate apartments and ground floor commercial space.

Additional residential units along the corridor will increase the number of local customers patronizing businesses and contribute to a diverse and healthy income mix within the BOA. New businesses will also further increase the ability of businesses to support each other, to co-locate mutually dependent businesses, and concentrate similar businesses to increase economies of scale.



Proposed Zoning

The city is currently finalizing a new Unified Development Ordinance that includes form-based standards to guide the physical development of and interrelationship between buildings, streets, and public spaces. Proposed place types for Niagara Street will vary based on location.

Niagara Street north of the rail right-of-way is primarily zoned as Mixed-Use Core [N-2E] and Mixed-Use Edge [N-2C]. These areas are defined by a mix of housing and commercial businesses.

The area between the rail right-of-way and Forest is largely Light Industrial [D-IL]. This reflects current uses, as well as vacant parcels adjacent to the rail corridor.

Niagara Street south of Forest is primarily Secondary Employment Center [N-1S]. This allows for mixed-use development at a higher intensity than in neighborhood zones, and encourages reuse of former industrial buildings.

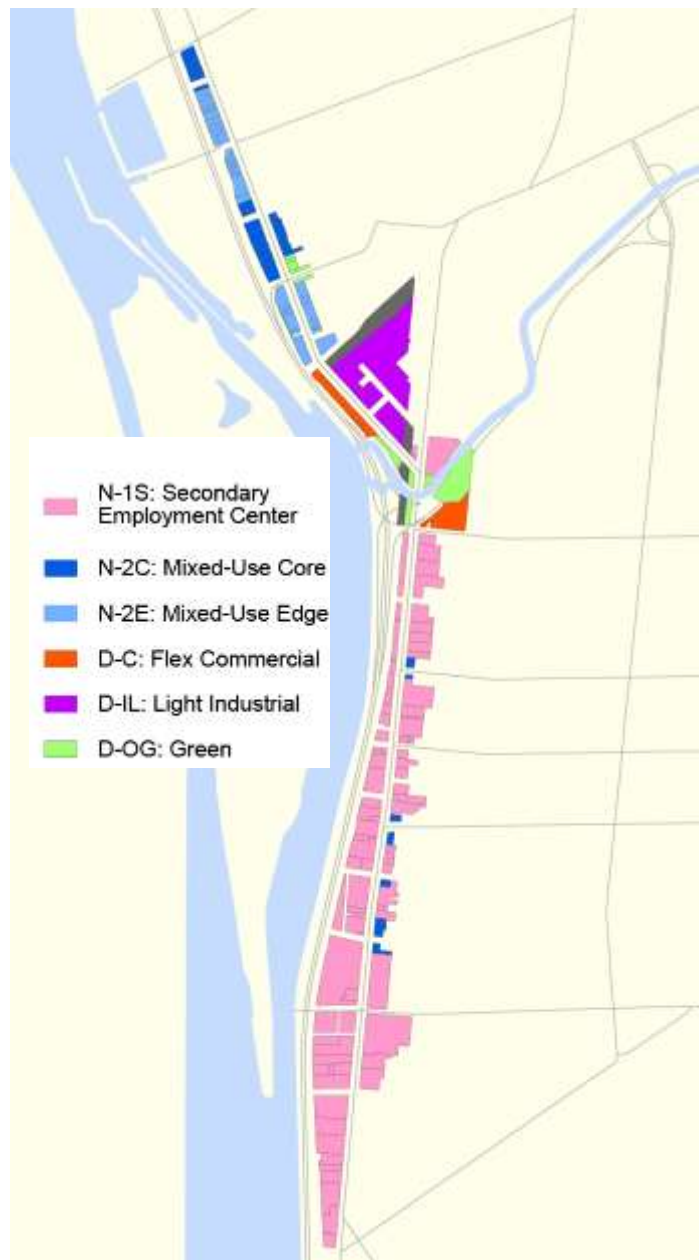
Issues

Most of the infill opportunities along the corridor are limited to privately-owned parcels. Without public ownership, there is little direct control over the use of this land. As a result, future redevelopment must be guided largely by zoning and public infrastructure investments.

Niagara Street is primarily a single mode, four-lane thoroughfare designed to accommodate vehicular traffic connecting to the nearby highway system. The current right-of-way conditions are unsafe for pedestrians and cyclists, and are exacerbated by the lack of quality pedestrian amenities and the absence of on-street bicycle infrastructure. This auto-orientation also creates aesthetic challenges, with a lack of quality streetscape elements such as street trees and lighting. Underpass conditions at the Niagara/Tonawanda Street intersection are also unattractive, unsafe, and lacking in pedestrian-oriented amenities.

While the corridor includes a number of quality buildings with historical value, vacant land, buildings, and surface parking stifle revitalization potential. Demolitions have also resulted in a “gap toothed” condition that often tends to accelerate the deterioration of the remaining structures.

The proliferation of insensitive and incompatible land uses in the corridor is in sharp contrast to the intact historic building fabric and new adaptive reuse projects that have taken place over the past several years. These incompatible uses include used car dealerships, auto repair/collision shops, and surface parking lots. Many of these uses have been developed with no buffering or amenities, and suffer from issues such as chain link fencing and outdoor equipment storage.



Strategies

The infill development strategy has a healthy start, and is intended to build on the corridor's existing urban fabric. Over time, infill development will encourage the continued growth and revitalization of the adjacent residential neighborhoods and development patterns along Niagara Street, with uses that benefit existing residents.

Each of the proposed strategies supports the vision and policies of the city's Comprehensive Plan, which aims to restore an urban neighborhood fabric that supports economically, environmentally, and socially diverse and healthy neighborhoods. This will be accomplished through physical changes that utilize best practices in urban planning to reintroduce traditional neighborhood development patterns including a balanced transportation network; a mix of land uses; strategic public spaces; and accessible view corridors between destinations. These strategies will

build on existing private investments that are already in place or planned.

The design of the Niagara Street corridor has largely been prioritized for automobiles. A multi-modal corridor that accommodates all users should be a priority that provides amenities for pedestrians, bicyclists and transit users. Completing the Niagara Street Gateway Project will ensure that the project's design meets the minimum requirements of the city's Complete Streets Ordinance, and encourages additional private investments along the entire length of the corridor.

The proposed Green Code will provide a new framework governing development along Niagara Street. Adoption and implementation of the code is critical to guiding infill redevelopment and controlling site issues such as landscaping, fencing, signage, and parking, leading to a higher quality corridor that complements the streetscape investments made under the Niagara Street Gateway Project.

Niagara Street Conceptual Rendering



Identifying and documenting historic buildings within the corridor would provide comprehensive data indicating buildings that meet National Register eligible criteria and should be protected and adaptively reused. A Historic Resources Survey would provide the basis for individual building designations for developers seeking to take advantage of Historic Rehabilitation Tax Credits to defray the costs associated with adaptive reuse projects.

Two surveys that encompass portions of Niagara Street have already been completed: An Intensive Level Historic Resources Survey for the Grant-Ferry-Forest Neighborhood (which included a portion of Niagara Street between Lafayette Avenue and Albany Street), and a Reconnaissance Level Historic Level Survey for Black Rock (which included portions of Niagara Street from Tonawanda to Arthur streets). These surveys should be supplemented to ensure that potential historic resources within the entire corridor are documented.

Enhance open space and waterfront connectivity. Public space is often a central organizing element for a neighborhood or corridor. Access to community resources such as parks is an important quality and may impact the desire to reside in a neighborhood, which in turn helps to support businesses.

The Jesse Kregal Pathway should serve as the primary organizing and connecting element across Niagara Street. Various public spaces could be located along the pathway, ranging from basketball courts to chess tables and other recreational activities. The pathway will also be lighted on both sides of Niagara Street, providing direction for users between the various spaces and creating a unifying element. Decorative lighting to enhance the aesthetic appeal of the overpass ramps will also be a major component.

Landscaping and natural barriers will provide human and ecological health benefits by capturing vehicle emissions and helping to restore water quality in Scajaquada Creek and the Black Rock Canal. These features will also provide an aesthetic appeal to complement and balance the overpass ramps.



6.2 Scajaquada Creek

This revitalization strategy seeks to capture new investment and become a dense, mixed-use center for the surrounding communities.

The Scajaquada Creek study area within the Tonawanda Street Corridor BOA is bisected by Scajaquada Creek and the Scajaquada Expressway (NYS Route 198,) west of Buffalo State College, and east of the Niagara River/Black Rock Channel. The Black Rock neighborhood is located to the immediate north and West Side neighborhood is located to the immediate south. The areas surrounding the study area include a range of land uses and demographics that have experienced growing reinvestment during the past several years. The study area is also located near significant transportation infrastructure and corridors: the Scajaquada Expressway; an active rail corridor that crosses and connects to Canada; and I-190 which connects with the Scajaquada Expressway. Additionally, recent restoration and planning efforts have encouraged the use of Scajaquada Creek and Jesse Kregal Bicycle Path for alternative recreational and commuting transportation corridor, respectively.

The study area is generally bounded by Tonawanda Street to the west, Forest Avenue to the South, Danforth and Dart Streets to the east, and Amherst Street to the north. The study area is located within the central portion of the Tonawanda Corridor BOA and includes a number of defining features (Scajaquada Creek, Black Rock Canal/ Niagara River, CSX rail corridor, Scajaquada Expressway, I-190, Niagara Street and Tonawanda Street) that all merge together. The Scajaquada Creek Redevelopment Strategy focuses on examining land assembly and redevelopment options for various abandoned and underutilized parcels, capitalizing on its location and the confluence of various transportation corridors and land uses.

Historically, the study area was characterized by dense industrial uses that were organized into large, campus-style industrial complexes and connected to adjacent rail corridors. Major industrial operations within the area that formerly produced a variety of end products and included: Fedder Manufacturing Co. Inc. (later Fedder's – Quigan Corp.), Hall & Sons Inc. (Manufacturers of Fire Bricks), Pratt & Lambert Inc. (Varnish Makers), Buffalo Gas Light Co. (later Iroquois Gas Corporation), Buffalo Structural Steel Co., Pratt & Letchworth Co. (Steel and Malleable Iron Castings) and Bristol-Myers Squibb. Many of the industrial operations within the study area produced industrial process wastes that impacted the environment (e.g., Scajaquada Creek, groundwater, soils). As a result, much of the study area is considered a brownfield due to known contaminants or the perception of contaminants based on past industrial operations.

These industrial complexes employed hundreds of workers and acted as a major employment center for the surrounding residential areas, which still exist today. However, as industrial and manufacturing within the City of Buffalo declined after WWII, many of the large industrial operations that were characteristic of the study area either closed or relocated outside the city and region. The disinvestment of major industrial operations occurred over decades including Westwood Squibb (most recently Contract Pharmaceuticals Ltd.) which closed its 22-acre complex along Danforth Street and Forest Avenue in 2010. Although some mixed storage/manufacturing/office uses have moved into vacated buildings within the study area, a majority of the lands and buildings have remained vacant or underutilized.

Concurrent with the decline of major industrial operations was the construction of I-190 in 1959 and the Scajaquada Expressway in 1962. While these highways provided access into and out of the City, industrial operations within the study area declined as new development shifted to the suburbs or outside the region. As a result of the combination of industrial disinvestment and emergence of highway infrastructure, the study area and surrounding neighborhood fabric deteriorated.

There has been a growing trend in municipal planning to focus on neighborhood revitalization to address long-term population loss and disinvestment. Successful plans generally follow a place-based approach to improve quality of life, address critical environmental, economic and social challenges, and focus on strengths of the community to more effectively capitalize on future development opportunities. Additionally, plans are typically resident-led to give those most affected by the plan a voice in its development and complement any small, bottom-up improvements made by the local community. While there has been a long-term decline of industrial uses within the study area, recent years have been characterized by revitalization of the surrounding community due to grassroots efforts and public sector investment. An important factor contributing to the development of the areas surrounding the study area is the growth of the Buffalo State College Campus, Niagara Street and Elmwood Avenue.

As Elmwood Avenue has experienced reinvestment in its commercial strip, the residential areas west of Elmwood Avenue have gradually improved over multiple decades (higher property values, lower crime rates, etc.), which has continued to move further west. Similar redevelopment and reinvestment which occurred on Elmwood Avenue is now occurring along Niagara Street (see Niagara Street Infill Strategy for further discussion), which is having a positive impact on adjacent residential areas. Buffalo State College is currently undertaking a \$350 million campus-wide improvement project. In 2011, a \$45 million Student Apartment Complex opened on the west side of campus. The 125-apartment, 500-bed facility provides student

residents with a fully furnished, state-of-the-art campus dwelling. It is Buffalo State's largest addition to campus student housing since the early 1970s. Reinvestment in areas to the south and east of the study area is beginning to move north and west, and the study area with significant vacant land is poised to capture that growth.

In addition to the new investment surrounding the study area, the following planning projects have been undertaken and could provide further opportunity for redevelopment of the study area:

NYSDOT Scajaquada Expressway Feasibility Study:

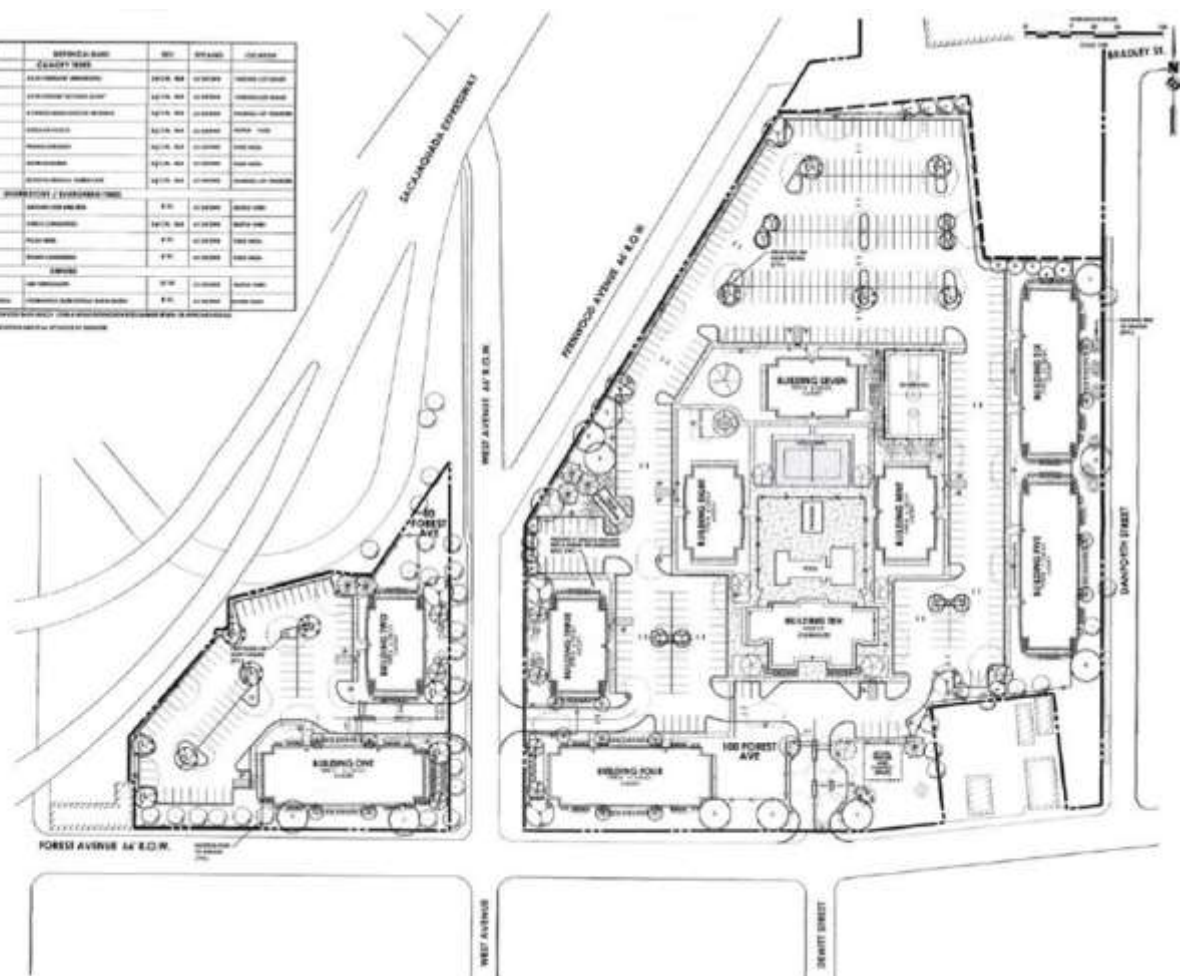
The Scajaquada Expressway is a divided highway with grade separated interchanges that is part of the National Highway System built in the 1960's. The expressway carries between 37,000 and 65,000 vehicles per day at speeds at or above 50 miles per hour between I-190 and NYS Route 33 (Kensington Expressway). The NYSDOT is currently evaluating the feasibility of converting the Scajaquada Expressway from an urban highway into an urban boulevard. According to the NYSDOT, a redesign of the Scajaquada Expressway would employ "context sensitive" and "flexibility in highway design" principles that would include a landscaped boulevard, at-grade intersections, enhanced pedestrian and bicycle accommodations, improved aesthetics, and decorative lighting in an effort to reduce operating speeds, improve overall safety, and develop a community gateway.

The current feasibility study being undertaken by the NYSDOT is an outgrowth of a similar study completed in 2005 by the City of Buffalo, NYSDOT and other partners. The 2005 study focused on identifying feasible highway alternatives, streetscape and traffic calming measures and environmental initiatives needed to improve the Scajaquada Expressway specifically between Grant Street and Parkside Avenue. One of the primary findings of the study found that the expected traffic to be diverted onto the surrounding streets due to reconstruction of the expressway would not decrease the level of service on those streets for any alternative (which included a two-lane boulevard alternative).

Proposed Residential Development



ONE HUNDRED ON FOREST

[illegible]

Scajaquada Creek Restoration: Currently, Scajaquada Creek is an impaired waterbody with a myriad of issues including: lack of public access, poor aesthetic conditions, combined sewer overflows, legacy contamination, excess sedimentation, altered hydrology, the need for flood management, lack of recreational opportunities, and poor habitat conditions. Buffalo Niagara Riverkeeper has implemented multiple projects that are resulting in the ecological restoration of the Scajaquada Creek. Riverkeeper is engaging a diverse team of stakeholders through the Scajaquada Creek Initiative to create a Restoration Strategy for the Creek and surrounding communities. The Strategy will prioritize the action steps needed to restore the creek's water quality. Riverkeeper is working with many partners to create a consensus-based strategy that will build upon previous work, coordinate the various efforts, and combine and leverage resources to ultimately implement restoration solutions.

Property Ownership

The study area is comprised of 51 parcels that are either privately-owned or publicly-owned. Privately-owned parcels comprise the largest number of parcels within the study area at almost three-quarters of the study area, 73 percent. Publicly-owned parcels comprise the remaining 27 percent of parcels. Within the study area, private and public parcels are typically grouped together. Additionally, a number of contiguous parcels are in common ownership. These have formed contiguous land areas suitable for large redevelopment projects.

Privately-owned parcels are generally owned by corporate entities rather than individuals, both active and inactive, and comprise large land areas in single or multiple contiguous parcels. Privately owned parcels are generally located along Forest Avenue, Danforth Street south of Bradley Street and along Tonawanda Street. Major private owners include Industrial Realty Group, Buffalo Niagara Business Park LLC, Pratt & Lambert, Inc., Black Rock Trade Center, and Golf and Recreational Facilities, Inc. and various individuals. The Buffalo Niagara Business Park LLC owns two contiguous parcels formerly part of the Bristol-Meyers Squibb complex (later Contract Pharmaceuticals). In addition,

there are a few small lots, approximately 0.1 acre, located throughout the study area including at the corner of Forest Avenue and Niagara Street, along Forest Avenue, at the corner of Dart Street and Bradley Street and at the terminus of Watts Street. While all of these parcels may benefit from assembly into larger parcels for redevelopment, some of these parcels, particularly along Forest Avenue, have existing structures that complement the surrounding neighborhood development patterns.

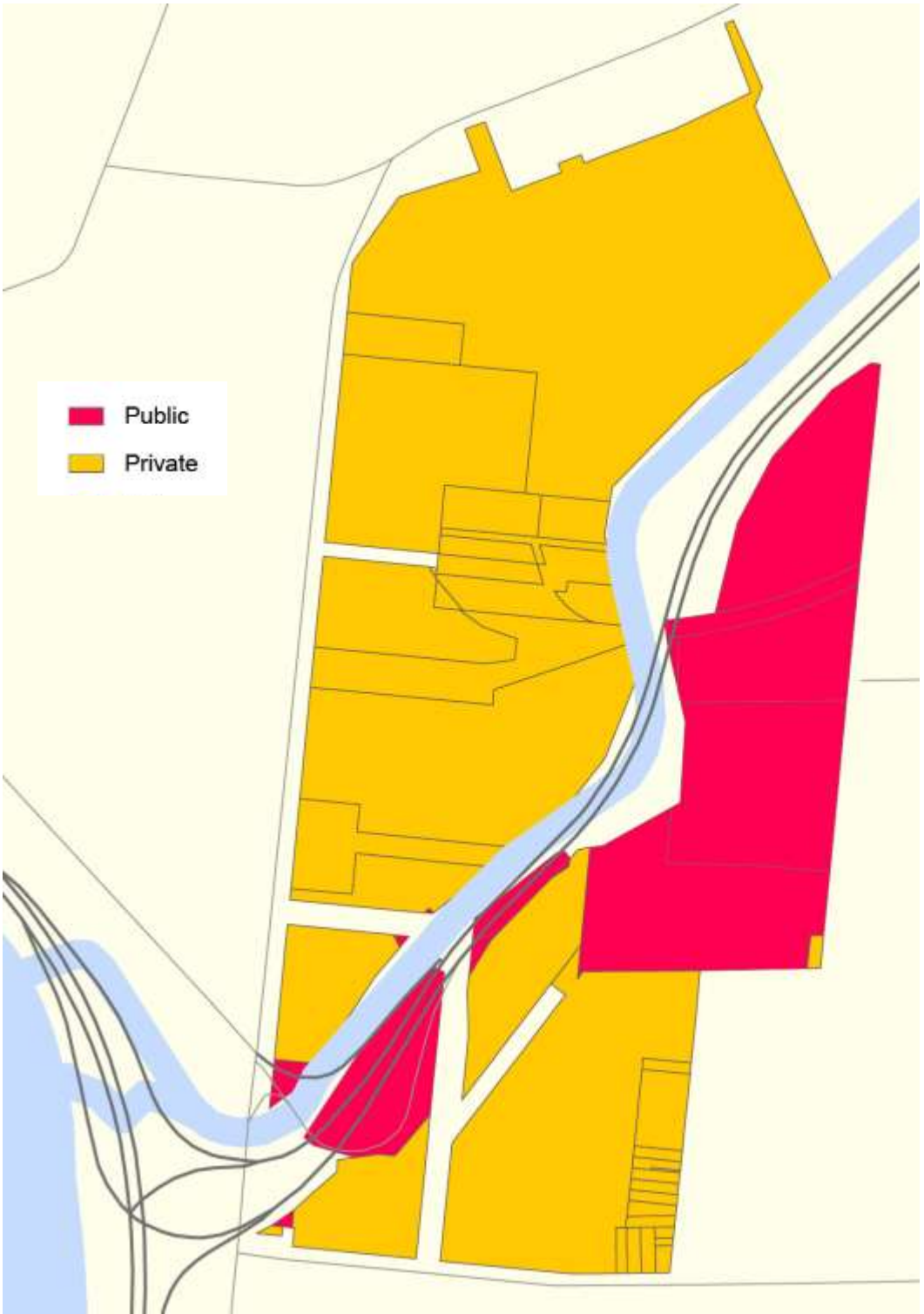
Publicly-owned parcels are generally contiguous and located along Dart Street and Scajaquada Creek north of Bradley Street. These are owned by the City of Buffalo and State of New York. The City of Buffalo and New York State own four contiguous parcels that comprise the City's auto impound lot, north of the former Bristol-Myers Squibb facility and west of Buffalo State College. In addition to these large contiguous parcels, the City owns three additional parcels, each 0.1 acre or less, located adjacent to large, privately-owned parcels with limited access to the street network, making them more suitable for redevelopment as part of a larger project. These three parcels are located at Niagara Street just south of the Scajaquada Expressway, and on either side of West Avenue just west of the Scajaquada Creek.

Land Use

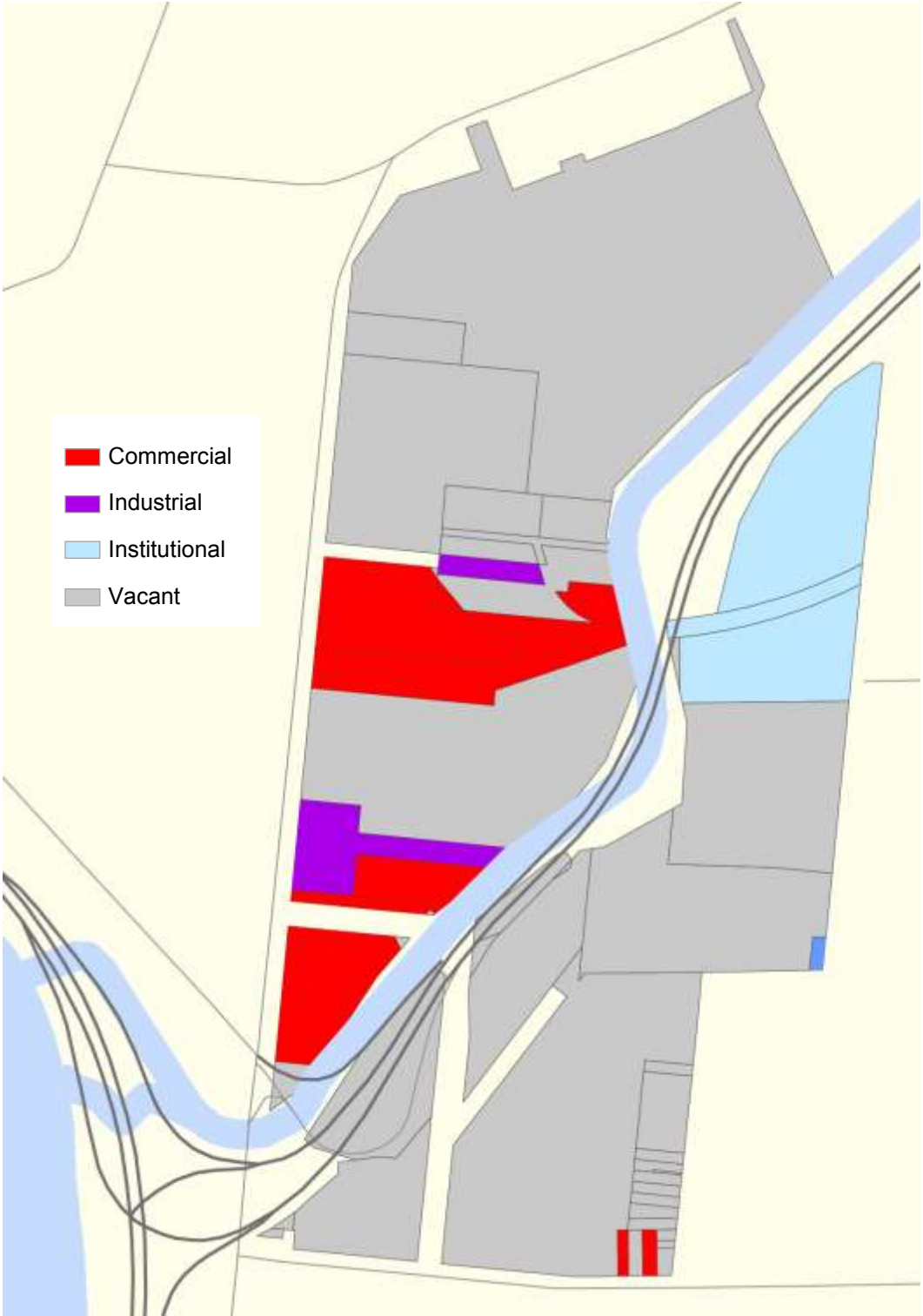
The variety of land uses within the study area is limited in contrast to the surrounding community.

Vacant land makes up the largest land use within the study area. Vacant parcels are characterized by both vacant land and parcels with vacant buildings and comprise 62 acres (79 percent) made up of 38 individual parcels (75 percent). These include parcels without a land use designation that were generally utilized as a former rail corridor or rail spur, or located on or adjacent to the Scajaquada Expressway. Vacant parcels are located on both the west side of the Scajaquada Creek, along Tonawanda Street, and east side of the Scajaquada Creek along Forest Avenue, Danforth Street and Dart Street. Additionally, vacant parcels are either made up of large single parcels or are multiple contiguous vacant parcels.

Property Ownership



Existing Land Use



Commercial, community service, and public service make up the remaining land uses within the study area. Commercial land is comprised of 8 parcels (16 percent) that occupy 8 acres (11 percent) generally located along Tonawanda Street on parcels with existing structures. The only commercial uses located on the east side of the Scajaquada Creek are two residential parcels along Forest Avenue. Community Service (6 acres) and Industrial (2 acres) are each made up of two parcels. Industrial uses are located along Tonawanda Street adjacent to commercial uses and community service use (City of Buffalo auto impound lot) is located at the northern end of Dart Street adjacent to the Buffalo State College Campus and Scajaquada Creek/Expressway. Public service is located on a single 0.1 acre parcel at the corner of Dart Street and Bradley Street that is used as a natural gas measuring and regulation station. There are no land uses classified as residential, recreation and entertainment, agriculture or park and open space within the study area.

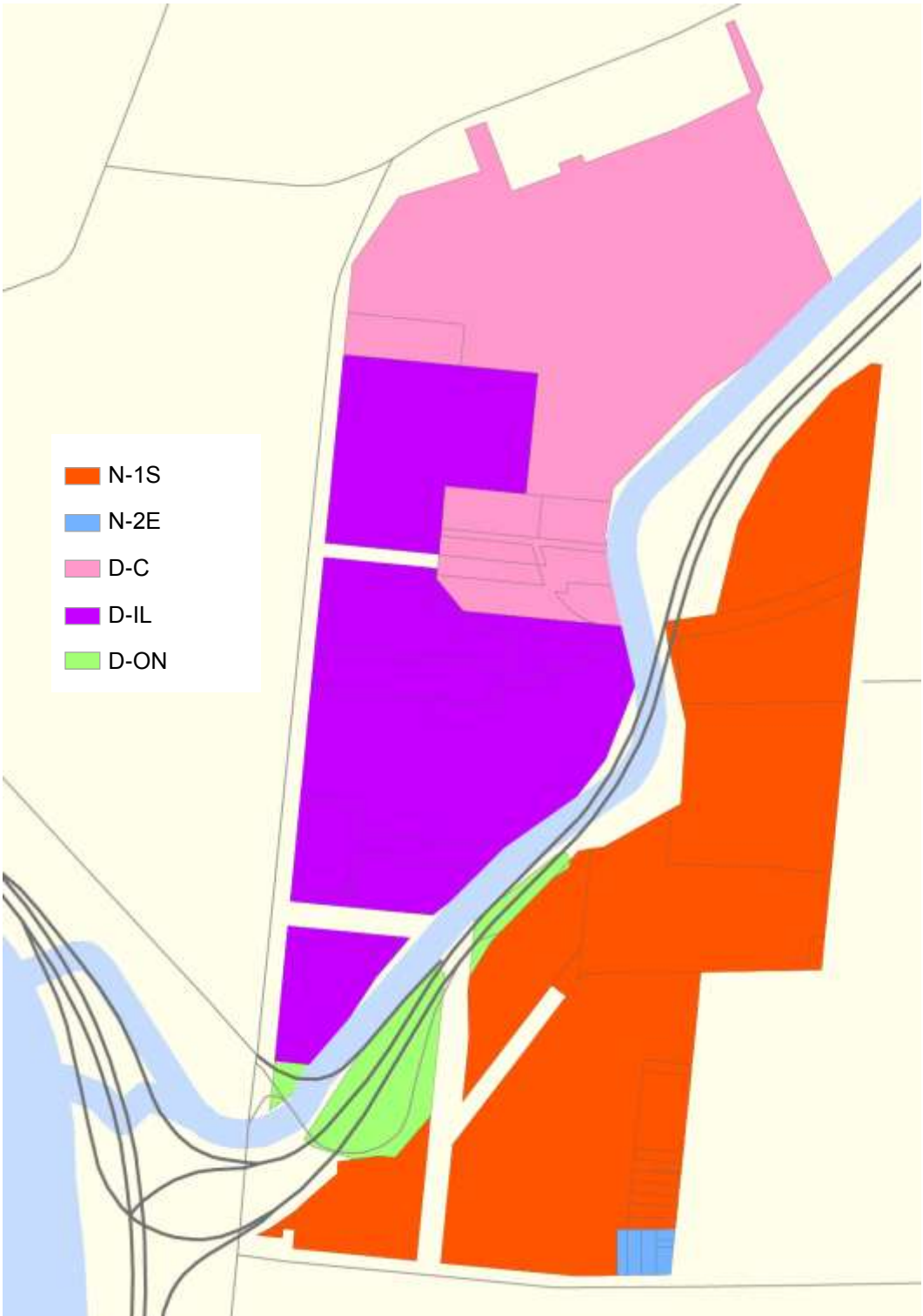
Proposed Zoning

Proposed zoning designations are based on the Buffalo Unified Development Ordinance (Green Code), currently under development. The proposed Green Code generally designates zones that have higher and more intense development densities, allowing the study area to evolve as the center for the surrounding community. The large concentration of vacant land within the study area supports these denser zone designations that encourage large-scale redevelopment projects.

The study area is primarily comprised of three zone types: D-C – flex commercial district; N-1S – secondary employment center; and D-IL light industrial district. The proposed zoning within the study area is summarized as follows:

- **D-C Flex Commercial:** D-C zones allow multiple types of residential and commercial uses ranging from single-unit residential dwelling to professional offices. Flex commercial zones are located on the east side of the Scajaquada Creek/Expressway along Forest Avenue, Danforth Street and Dart Street, comprising a majority of the land area. Within the study area, the D-C zone is the largest, comprising 23 parcels (45 percent) on approximately 33 acres (42 percent).
- **N-1S Secondary Employment Center:** The N-1S zone also allows for a variety of residential uses within the zone. The N-1S zone is made up of 10 large parcels (20 percent) that comprise approximately 22 acres (28 percent). Parcels proposed as N-1S are all grouped together and located along Tonawanda Street. The N-1S zone extends from Tonawanda Street to Scajaquada Creek south of Watts Street.
- **D-IL Light Industrial:** D-IL is the only zone within the study area that does not allow residential uses. The D-IL zone is located along the west side of the Scajaquada Creek north of Watts Street. The D-IL zone extends to Tonawanda Street at the northern portion of the study area as it intersects with Amherst Street proposed to be zoned as N-2C – mixed-use center.
- **N-2E Mixed-use Edge:** The N-2E zone is made up of 6 parcels (12 percent) each only 0.1 acre or less. This represents only 1 percent of the study area. N-2E parcels are located along Forest Avenue west of Danforth Street.
- **D-ON Natural:** D-ON is made up of 3 parcels (6 percent) that comprise approximately 0.5 acre (1 percent) within the study area. D-ON zones are located adjacent to the east side of the Scajaquada Creek/Expressway east of West Avenue.

Proposed Zoning



Issues

Access/Circulation. Due to the large land areas previously occupied by industrial operations, there is poor internal circulation within the study area. Roads are located along the periphery and the limited-access Scajaquada Expressway bisects the area. Realignment and/or extension of the road network would allow the study area to become more integrated with surrounding land uses while permitting better access from surrounding neighborhoods, employment centers and institutions.

Divided study area. The Scajaquada Expressway and Scajaquada Creek divides the study area in half and restricts movement in an east-west direction. This provides a significant barrier between the neighborhoods, waterfront and Buffalo State College. New pedestrian and bicycle connections across the creek would facilitate access and connect points of interest and areas of employment.

Vacant/Underutilized land. Much of the land is currently vacant or underutilized, and will need to be repurposed to create new economic and recreational opportunities. These lands are likely contaminated and would require remediation to facilitate reuse and/or redevelopment.

Underutilized/Impaired natural resources. Scajaquada Creek is an underutilized natural resource within the community and has experienced decades of point and non-point sources of environmental pollution.

Strategies

The Scajaquada Creek study area is located at the confluence of multiple land uses, environmental features, transportation corridors that are of city-wide importance, and two distinct residential neighborhoods. Largely vacant and lacking organization of individual elements without a relationship to one another, the study area has the potential to become a mixed-use center for the surrounding communities. It is the intention of this revitalization strategy to encourage redevelopment to allow the study area to unite the surrounding land uses rather than act as a pass through. The proposed revitalization of the study area includes adaptive reuse of abandoned buildings and development of underutilized former industrial land for a mix of recreational, office and educational support businesses, and residential uses. Specific projects proposed as well as identified redevelopment opportunities are described further in the following subsections.

Scajaquada Expressway reconstruction. Promote Scajaquada Expressway reconstruction as an urban boulevard that incorporates bicycle and pedestrian facilities, is better integrated into the landscape and is a catalyst for redevelopment and revitalization of surrounding areas. Reconstruction should include a multi-purpose landscaped path that extends through the study area and connects to other facilities.

Scajaquada Expressway Reconstruction Conceptual Plan



Scajaquada Expressway Reconstruction Conceptual Section



Relocation of the Auto Impound Site. Complete an environmental site assessment and study the possible relocation of the Auto Impound Site to another location outside the study area and either plan for the westward expansion of Buffalo State College or facilitate an RFP process for mixed-use private redevelopment project.

The Scajaquada Creek Harbor conceptual rendering illustrates an extension and enhancement of Letchworth Street through the Auto Impound Site to Tonawanda Street via a pedestrian and bicycle only bridge over the Scajaquada Creek and underneath the Scajaquada Expressway. An extension of Letchworth Street would then form the southern boundary of the campus and Auto Impound Lot and provide a direct connection between the Buffalo State College Campus and areas west of the Scajaquada Creek, improve connectivity to recreation paths along the Scajaquada Creek (current and conceptual) and enhance the connection between Elmwood Avenue and the study area.

Redevelopment of the Auto Impound Site as mixed-use or as part of the Buffalo State College Campus would be generally consistent with the proposed Green Code, although specific design considerations would need to be evaluated against the Green Code's requirements at the time a proposal is initiated.

Land Acquisition. Facilitate a discussion regarding the potential acquisition of privately owned parcels to the west of the Scajaquada Expressway to facilitate redevelopment opportunities or possible further expansion of Buffalo State College. This strategy could be initiated by the city or one of its affiliated entities.

Adaptive Reuse and Infill Development. Promote adaptive reuse of buildings and infill projects within the study area, where appropriate, particularly along Tonawanda Street, Dart Street and Forest Avenue. On privately owned parcels, encourage the use of tax credits (e.g., historic rehabilitation, Brownfield Cleanup Program) to defray the costs of redevelopment.

Infrastructure Investments. Extension and enhancement of Letchworth Street would provide direct access between the study area and significant uses to the east including Buffalo State College, the Richardson-Olmsted Complex, Albright-Knox Art Gallery and Elmwood Avenue. Enhancement of Letchworth Street similar to Rockwell Road parkway design would increase the visibility and use of an extended Letchworth Street as an east-west connection and promote redevelopment of vacant and underutilized land between Scajaquada Creek and Tonawanda Street. Streetscape improvements (e.g., Dart Street, To-

nawanda Street) would also help unify and connect the study area to surrounding neighborhoods. Green infrastructure should also be considered as part of infrastructure enhancement projects to reduce stormwater runoff and combined sewer overflows. Enhance the Jesse Kregal Bicycle Path with improved access points, lighting and signage.

Scajaquada Creek Remediation. Support the Buffalo Niagara Riverkeeper's efforts to address Scajaquada Creek water quality issues, and shoreline and habitat res-

toration. Waterbodies similar to Scajaquada Creek have become a catalyst for redevelopment projects and public space creation and enhancement after environmental remediation efforts. Scajaquada Creek creates a competitive advantage for the community by providing access to the natural environment, increased recreational opportunities and connection to other areas of the City.

Scajaquada Creek Harbor Conceptual Rendering



6.3 Free Trade Zone

This redevelopment strategy focuses on the reuse and/or redevelopment of the study area potential to integrate disparate elements into a cohesive employment district.

The Free Trade Zone is a strategic area within the Tonawanda Street Corridor BOA, located along a partially abandoned rail corridor. Located at the northern end of the Tonawanda Corridor BOA, the study area is characterized by a mix of industrial, commercial and vacant uses within an approximately 72-acre area. The study area is bounded by Hertel Avenue to the South; Tonawanda Street and Rano Street to the west; an abandoned rail spur south of Isabelle Street to the north; and a partially active rail corridor parallel to Military Road to the east.

The study area is located in Buffalo's Riverside and Black Rock neighborhoods. Riverside is a dense, working-class neighborhood that was first developed as a streetcar suburb neighborhood in 1888, after the passage of the Hertel Avenue Sewer Bill, which allowed sewer construction to take place in the area. Subsequently, real estate development began in 1890 when the North Park Land Company purchased 30 acres of land near the current Riverside Park that was subdivided for the construction of two-family homes. Riverside, including the study area, experienced rapid industrial growth in the early 20th Century through the 1950s. Black Rock is a similar neighborhood to Riverside and is characterized by a working class neighborhood with a significant concentration of industrial businesses and rail infrastructure. It has a proud history stretching back to the War of 1812 and was its own municipality that competed with Buffalo to become the terminus of the Erie Canal.

In addition to the large amount of working-class housing and former industrial uses within the community, Riverside is also the location of the last Olmsted Park-designed park within the city, Riverside Park. The 22-acre park was created in 1898 and was built on the site of a private picnic ground overlooking the Erie Canal and the Niagara River. Its formal feature was a fountain and music court, with a carriage drive separating them from a play area devoted to ball fields and from a series of minnow pools nestled among a dense grove of trees.

Riverside and Black Rock retained their close association with the river until the 1950s, when construction of the

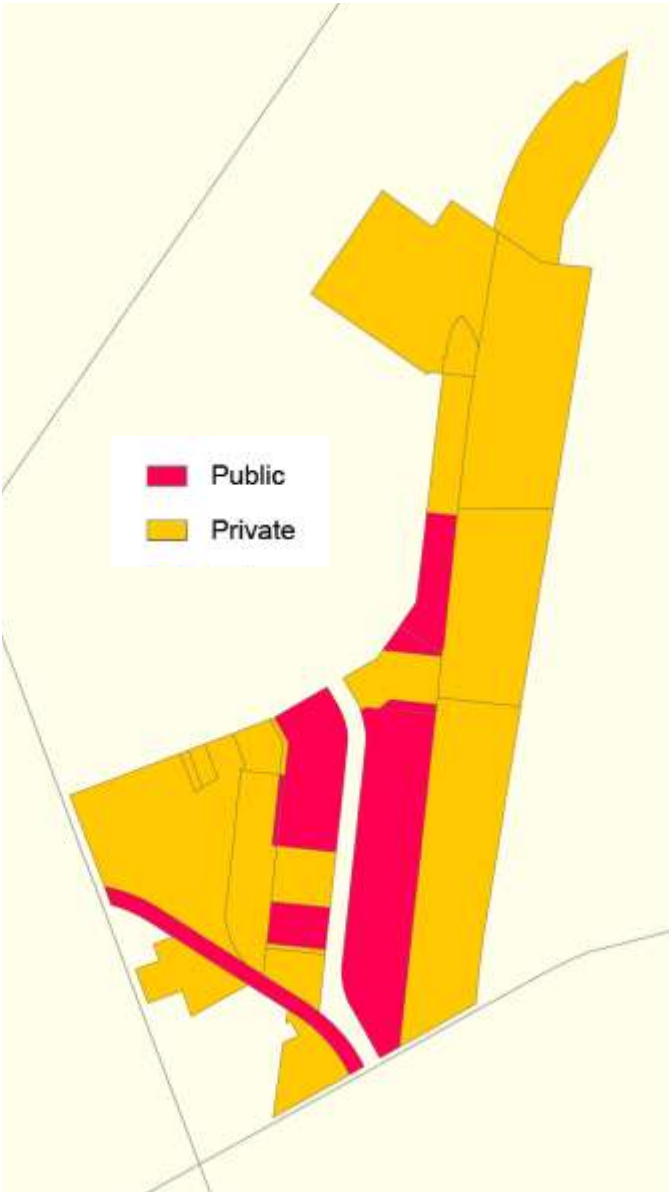
Niagara Section of the Thruway on the site of the Erie Canal towpath demolished the boat houses, docks and social clubs of the area and severed its ties with the Niagara River, including Riverside Park. The Thruway still represents a significant barrier and challenge for these communities today. Additionally, these two neighborhoods have experienced substantial loss of industries that employed the residential population of the neighborhoods. The loss of major manufacturing centers reduced the need for extensive rail infrastructure and corridors, which were abandoned over time. The loss of industry and rail infrastructure has created vast areas and corridors of vacant land that currently separate the dense residential areas within the neighborhoods from each other.

Property Ownership

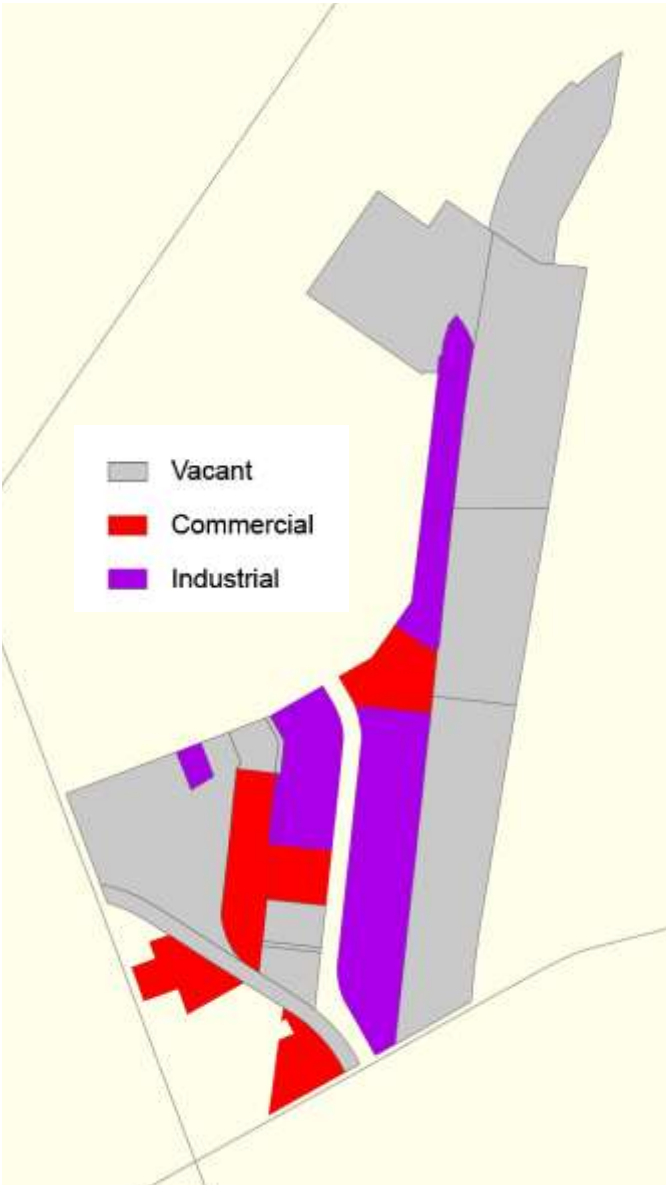
The study area is comprised of 27 individual parcels that are either privately-owned or publicly-owned. Privately-owned parcels are the most common ownership type within the study area with 19 parcels that account for approximately 70 percent of the area. Privately-owned parcels include a mix of smaller individual parcels as well as larger individual or combined parcels. Major private landowners within the study area include: CSX who owns the four abandoned rail parcels along the eastern edge of the study area, Marlette Holding Corp. who owns a large vacant industrial property at the corner of Rano Street and Tonawanda Street, Maple Lake Management who own a group of contiguous parcels west of River Rocker Drive and William Kraus who owns a vacant industrial property at the corner of Isabelle Street and Crowley Street.

Eight publicly-owned parcels comprise approximately 30 percent of the study area. The Erie County Industrial Development Agency (ECIDA) is the primary public land owner within the study area owning 7 parcels. The Buffalo Economic Renaissance Corp. (BERC) also owns a former rail spur parcel in the study area. Parcels owned by the ECIDA are located along River Rock Drive and Rano Street and have a combination of active uses and vacant land. The BERC property is a former rail spur located in the southern portion of the study area and connects Hertel Avenue and Tonawanda Street.

Property Ownership



Existing Land Use



Land Use

The study area is dominated by only a few land uses: industrial, vacant and commercial, which is in contrast from the areas surrounding the study area that includes residential, industrial, vacant and community service uses that contribute to the diversity of land use in the community. There are no residential, community service, recreation and entertainment, agriculture or park and open space uses located within the study area. Land uses are not particularly concentrated in any one location within the study area but are dispersed throughout.

Vacant land is the largest land use and occupies 34 acres or 47 percent of the study area. Vacant parcels are either large parcels located along the abandoned rail corridor north of the River Rock Drive/Rano Street intersection or smaller parcels located along Rano Street. Industrial land is the second most common land use, occupying approximately 32 acres or 45 percent of the study area. Industrial uses are located along River Rock Drive, Tonawanda Street and Rano Street. Commercial uses make up the remainder of the study area. Four commercial parcels of similar size at approximately 1.5 acres are located along each of the four streets within the study area, Hertel Avenue, Tonawanda Street, River Rock Drive and Rano Street.

Proposed Zoning

Proposed zoning designations under the Green Code within the study area include two district zones; D-IL – Light Industrial and D-OG – Green zones. D-IL: Light industrial – D-IL zone addresses sites intended for low-impact and moderate-impact employment uses, which may benefit from mixed-use residential neighborhoods. D-IL is the most common proposed zone within the study area for both number of parcels and land area. This zone includes 21 parcels comprising approximately 41 acres (57 percent) within the study area. D-IL zones are generally located in the western portion of the study area and along Rano Street, River Rock Road, Hertel Avenue and Tonawanda Street. D-OG zone addresses civic greens and parks framed by landscape elements or building facades. D-OG

parcels make up the remainder of the study area, which is approximately 30 acres located on 6 parcels (22 percent). D-OG zones are generally located along the abandoned rail corridor along the entire length of the study area along its eastern edge. There are also several D-OG zones that connected the abandoned rail corridor to Rano Street and Tonawanda Street east-west through the study area.

Issues

Vacant/Underutilized land. The majority of land uses within the study area are currently vacant and underutilized. The presence of large amounts of vacant and underutilized land not only reduces opportunities for private investment, but also negatively impacts surrounding property values.

Minimal public ownership of land for redevelopment. Land that is currently publicly owned (e.g., ECIDA parcels) is limited or already developed with buildings with active uses, limiting the public sector's ability to spur redevelopment of the area. While many of the privately-owned parcels are vacant, the city is limited in its ability to encourage redevelopment of privately-owned land.

Low-rise building types. New development within the study area during the past 20 years has been characterized by single story structures set behind surface parking, which is similar to the building types typically constructed within suburban office parks. A new building typology that more closely mimics the urban character of the surrounding neighborhoods (similar to the redeveloped industrial buildings along Rano Street) that blend with the neighborhood's character and walkable relationship to the street would be appropriate for the study area.

Street fronts along adjacent corridors not activated. Hertel Avenue and Tonawanda Street are the two most prominent travel corridors surrounding and leading to the study area. Currently, the edges of the study area along Tonawanda Street and Hertel Avenue are primarily vacant, which contrasts with the urban fabric along these corridors outside the study area. The absence of development along these edges becomes an uninviting streetscape for pedestrians.

Strategies

The study area is located at a strategic point within the Tonawanda Corridor BOA and surrounding communities. Surrounded by a dense residential area to the north, west and southeast, Riverside High School and the waterfront to the west, the study area is located at the convergence of multiple transportation corridors. Tonawanda Street is a commercial corridor that stretches between Rano Street and Riverside Park, the primary commercial corridor within Riverside. To the east of Tonawanda Street and along the eastern edge of the study area is an abandoned rail corridor that stretches south to Scajaquada Creek. This strategy plans for the rail corridor to be transformed into a linear multi-modal trail and naturalized open space that connects neighborhoods to the north and south and Scajaquada Creek. A connection with Scajaquada Creek would open opportunities to connect other areas of the City via the Jesse Kregal Bicycle Path and Delaware Park. The study area is also bisected by Hertel Avenue, which provides east-west access to North Buffalo on the east and the waterfront and proposed Black Rock Harbor Village on the west.

The study area can be transformed to function as the central hub for adjacent areas and provide connections to the transportation corridors that extend to other parts of the city. Thus, the study area as a mixed-employment center has the potential to become the neighborhood/employment center for Riverside, Black Rock and other North Buffalo communities. The proposed redevelopment of the study area includes enhanced connections to the surrounding community, adaptive reuse of abandoned buildings and redevelopment of underutilized former industrial land for employment and recreational uses to support the surrounding community. Although no specific projects have been proposed for the study area, potential redevelopment opportunities include:

Transform Abandoned Rail Corridor into Trail and Open Space Connection. The abandoned rail corridor located along the eastern edge of the study area is proposed to be converted to public space that will include a naturalized landscape and bicycle/pedestrian trail. The corridor covers approximately 28 acres and is approximately three-quarters of a mile long and 330 feet wide.

The immense size of the rail corridor provides an opportunity to create a significant public open space with connections to the surrounding neighborhoods, the waterfront and other parts of the city. This public space would also be integrated with new development within the Free Trade Zone in order to strengthen the connection between open space, multi-modal transportation options and significant destinations (i.e. employment centers). Development of this area could be completed with a short-term and long-term strategy.

The short-term strategy would include allowing the area to evolve into a naturalized open space with publicly accessible trails. The landscape would include native vegetation that would require minimal maintenance and trails would be formed as dirt or gravel paths that would similarly require minimal or no maintenance. The primary feature for the short-term development of this space would be a paved linear bicycle/pedestrian trail that would encourage its use as a recreational or commuter route. The trail would utilize the abandoned rail viaduct over Hertel in order to provide a safe connection south of the study area. The short-term development would also include relocation of the retention pond from the corner of Hertel Avenue and River Rock Drive to the public open space.

The long-term strategy for the open space could include lighting and converting some of the natural spaces into more formal and programmed public spaces that would allow for active recreation and other activities to enable it as a public park space. The long-term development would be made feasible as build-out of the adjacent Free Trade Zone would provide additional revenue that could support construction and maintenance of park features. Other long-term features that could be provided include: significant, street-level entrance improvements to the park from Hertel Avenue, active recreational fields, amphitheater and/or gazebos or other covered picnic areas.

While the rail corridor provides an opportunity for unique and important public space within the community, the most important element of this feature would be the creation of a multi-modal connection along the entire length of the abandoned rail corridor to the south, which would provide connections to Scajaquada Creek and existing multi-modal corridors, the waterfront and surrounding neighborhoods.

Free Trade Zone Conceptual Site Plan



Linear Open Space and Trail Conceptual Rendering



BERC Rail Spur Multi-modal Path. The BERC property is a former rail spur that extends from Hertel Avenue to Tonawanda Street. This property, designated as D-OG in the Green Code, is proposed to provide a multi-modal path that would connect the primary linear trail along the rail corridor to Tonawanda Street. Instead of acting as a destination public space, the corridor would primarily facilitate pedestrian and bicycle circulation through the site, while providing complementary open space for adjacent land uses.

This linear feature will also provide a direct connection to Riverside High School for students commuting from residential areas. The physical connection between the two areas could be complemented by uses and programming (such as workforce training that is proposed by BUDC at Northland Avenue Redevelopment Project) to provide opportunities for students at the school. Both ends of the parcel (at Tonawanda Street and Hertel Avenue) should be integrated with future infill development in order to complement the streetscape, which could include some seating for adjacent community services.

Arthur Street Extension. Only River Rock Drive provides circulation through the interior of the Free Trade Zone, which limits the connectivity and visibility of the study area to surrounding land uses. Arthur Street is proposed to be extended from its current terminus at Tonawanda Street into the study area and intersect at River Rock Drive. Extension of Arthur Street to River Rock Drive would improve circulation/connectivity and allow for increased infill redevelopment potential within the study area. Increased redevelopment would occur within the interior of the block west of River Rock Drive and Arthur Street would provide additional street frontage for buildings and access points for parking and circulation. The intersection of Arthur Street and Tonawanda Street could become the primary or secondary entrance into the Free Trade Zone complex.

Encourage Infill Development and Adaptive Reuse.

Since many of the potential redevelopment sites within the study area are privately-owned, the City should work with existing land owners to encourage infill development, and adaptive reuse, where potential exists. Infill development within Free Trade Zone Complex is appropriate in multiple locations and can occur at various scales. Infill development for larger building footprints should occur along the east and west side of River Rock Drive near the entrance at Hertel Avenue. Infill development would not only support the connection between the proposed redeveloped business area and public park space, but would also provide a formal entrance to the study area that reinforces its connection to the surrounding community. Smaller scale infill development is appropriate along Tonawanda Street and Rano Street that could provide space for industrial upstarts or commercial businesses and would complement the scale of adjacent buildings.

In addition to infill development, adaptive reuse of existing buildings should be promoted, where appropriate, particularly along Rano Street, Crowley Avenue and Isabelle Street. On privately owned parcels, the use of tax credits (historic rehabilitation, BCP) should be encouraged to defray the costs of redevelopment.

Coordination with the owner of the Kraus property at the north end of the study area should also be conducted in support of the planned strategic demolition and possible adaptive reuse and potential infill for future industrial/commercial oriented development. The proposed partial demolition of the complex will preserve intact buildings along Crowley Street and Isabelle Street. The buildings could be adaptively reused and converted to commercial/industrial-oriented development while retaining some of the urban fabric within the adjacent residential neighborhood.

River Rock Drive Streetscape Conceptual Rendering



Strategic Site Acquisition. If private investment is not viable in the short-term, the city or one of its affiliated entities should consider acquisition of the Marlette parcel for expanded industrial/commercial development to extend the Free Trade Zone Complex to Tonawanda Street. Acquisition and redevelopment of this site would also increase visibility for the remainder of the complex as Tonawanda Street is the primary commercial corridor that provides a direct connection to points north and south.

Moreover, combined with streetscape investment along Tonawanda Street, this acquisition could provide improved east-west access among the waterfront, Riverside High School, and the Free Trade Zone Complex, along with new trail amenities. While site acquisition presents potential issues, if private redevelopment of the Marlette site

cannot be encouraged, public acquisition may be the only opportunity for redevelopment to occur. The size and visibility of the site makes it a priority for redevelopment and would need to occur to enable redevelopment of the entire study area.

Marketing. A marketing strategy should be developed to attract commercial and light industrial operations to the Free Trade Zone Complex. This would include identifying or designating a public entity with marketing responsibilities, and developing materials such as brochures and a web page listing available sites, amenities, and incentives. This should be conducted in conjunction with new investment in the complex, including property acquisition and infrastructure and recreational investment.

Free Trade Zone Conceptual Rendering



7 SITE PROFILES

The following site profiles describe the size and condition of vacant, abandoned, or underutilized parcels within three strategic locations: the Niagara Street corridor, along Scajaquada Creek, and around the Free Trade Zone complex.

This compendium is based on review of existing or historical records and reports; aerial photographs; existing environmental site investigations; remedial investigations and feasibility studies; field observations; government records; private environmental databases; and Sanborn Fire Insurance maps.

The city elected not to pursue Phase II site assessments based on the Buffalo Urban Development Corporation's experience with the South Buffalo BOA. BUDC and their consultant found that few private property owners are interested in these assessments unless they are ready to redevelop. Otherwise, the potential liability incurred by identifying site contamination becomes a deterrent. If there are any property owners who indicate a willingness to participate in the future, we will identify work with them to identify funding to carry out these assessments.

LIST OF PROFILES

Niagara Street

1050 Niagara
1095 Niagara
1144 Niagara
1318 Niagara
1700 Niagara

Scajaquada Creek

Bradley and Dart
City Auto Impound
Pratt & Lambert (east)
Pratt & Lambert (west)
Black Rock Trade Center
117 Tonawanda
129 Tonawanda
Golf & Recreational Facilities

Free Trade Zone

Smart Part Recycling
Marlette Holding
Maple Lake Management
Con-Rail
Vulcan Steam Forging
308 Crowley

1050 Niagara Street

Address: 1050 Niagara Street
Owner: 9271 Group LLC (Ellicott Development)
Acres: 2.7
Zoning: N-1S
Property class: 710 (manufacturing)
Special district: None

Site criteria

Key building: Yes
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Mixed-use commercial/residential
East: Residential
South: Vacant land
West: Rail line, I-190, Niagara River

Access

Highways: I-190 and 198 (1.0 mile)
Rail service: None
Bus route: 5 Niagara; 12 Utica (0.1 mile)



Property description

Previous use:	Part of Niagara Lithograph complex with existing building serving as printing room, storage, binding, office, machine shop and boiler room.
Current use:	Building not in active use
Existing structures:	Two story brick building, approximately 52,500 sf, built 1930, fair condition
Notes:	Ellicott Development recently constructed a mixed-use building directly north of the site.

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	Closed; diesel, soil, and surface water impacted
NYSDEC remediation database:	Classification A; Brownfield Cleanup Program
Notes:	Phase I environmental assessment and limited Phase II investigation completed

Redevelopment potential

Pending environmental remediation, structure could complement mixed-use facility recently constructed on adjacent parcel.



1095 Niagara Street

Address: 1095 Niagara Street
Owner: 1095 Niagara Street, Inc.
Acres: 0.9
Zoning: N-1S
Property class: 330 (vacant commercial)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Vacant, commercial, surface parking
East: Residential
South: Vacant, commercial
West: Rail line, I-190, Niagara River

Access

Highways: I-190 and 198 (1.0 mile)
Rail service: None
Bus route: 5 Niagara; 12 Utica (0.1 mile)



Property description

Previous use:	Multiple residential dwellings and single commercial store
Current use:	Vacant land
Existing structures:	None
Notes:	Development potential to support residential and commercial uses emerging nearby

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	Closed; multiple spills, petroleum and unidentified materials, unknown resources impacted
NYSDEC remediation database:	No
Notes:	Environmental site assessment should be completed prior to redevelopment, due to past spills and unknown site conditions

Redevelopment potential

Site has infill development potential to support residential and commercial uses emerging nearby



1144 Niagara Street

Address: 1144 Niagara Street
Owner: Jenesis Development LLC
Acres: 1.1
Zoning: N-1S
Property class: 330 (vacant commercial)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Commercial
East: Commercial, industrial
South: Commercial
West: Rail line, I-190, Niagara River

Access

Highways: I-190 and 198 (0.9 mile)
Rail service: None
Bus route: 5 Niagara; 12 Utica (0.1 mile)



Property description

Previous use:	Originally used for manufacture of air conditioners; later for truck storage and display; then for recreational pool manufacturing and warehousing
Current use:	Not in active use
Existing structures:	None
Notes:	Development potential to support residential and commercial uses emerging nearby

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	No
NYSDEC remediation database:	Classification P; State Superfund Program, potential concern about site contamination
Notes:	Environmental site assessment should be completed prior to redevelopment

Redevelopment potential

Site is owned by subsidiary of neighboring Rich Products; has potential to support residential, commercial or light industrial uses

1318 Niagara Street

Address: 1318 Niagara Street
Owner: City of Buffalo
Acres: 0.7
Zoning: N-1S
Property class: 340 (vacant industrial)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Vacant, commercial
East: Commercial, residential
South: Vacant, commercial
West: Rail line, I-190, Niagara River

Access

Highways: I-190 and 198 (0.6 mile)
Rail service: None
Bus route: 5 Niagara; 26 Delavan (0.1 mile)



Property description

Previous use:	Originally Geo J. Meyer Mail & Grain Corp.; subsequently Schaefer Brewery complex, included multiple grain elevators, kiln house, warehouse, and offices
Current use:	Vacant land
Existing structures:	None
Notes:	Development potential to support residential and commercial uses emerging nearby

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	Yes
NYSDEC remediation database:	Ongoing
Notes:	Remediation being completed under ERP. Prior uses causing site contamination included two 20,000 gallon USTs, a furnace pit, and storage of 55 gallon drums containing PCBs and waste oil. Residual oil in USTs was removed and USTs and piping excavated in 2007; USTs were staged and removed in 2010. Former furnace containing PCB sludge and TCLP organics/metals was subsequently removed.

Redevelopment potential

Given additional costs of remediating site for future residential or commercial use, viable alternative may be to target site for passive recreational uses that don't require the same level of remediation.



1700 Niagara Street

Address: 1700 Niagara Street
Owner: 1700 Niagara Street, Inc.
Acres: 0.5
Zoning: N-2E
Property class: 482 (detached commercial)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: No
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Vacant, commercial
East: Vacant, commercial, residential
South: Vacant , creek
West: I-190, Niagara River

Access

Highways: I-190 and 198 (0.2 mile)
Rail service: None
Bus route: 5 Niagara; 32 Amherst (0.1 mile)



Property description

Previous use:	Commercial store, lumber shed and boat storage
Current use:	Adult book store and surface parking
Existing structures:	Two-story building with single story addition, floor area, year built, and condition unknown
Notes:	Development potential to support residential, recreational and commercial use emerging nearby.

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	No
NYSDEC remediation database:	No
Notes:	Environmental site assessment should be completed prior to redevelopment

Redevelopment potential

Site has infill development potential to support residential and commercial uses emerging nearby. Infrastructure amenities that support and should be taken into consideration for site redevelopment include: Jesse Kregal Trail, Scajaquada Creek, and planned micro-park and kayak launch at 1660 Niagara Street.



Bradley and Dart

Address: 40 Bradley Street, 120 Dart Street
Owner: Buffalo Niagara Partnership
Acres: 9.2
Zoning: D-IL
Property class: 340 (vacant industrial)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: City auto impound
East: Residential
South: Residential
West: Scajaquada Creek, Route 198

Access

Highways: I-190 and 198 (0.5 mile)
Rail service: None
Bus route: 3 Grant (0.1 mile)



Property description

Previous use:	Site was location of Iroquois Gas (National Fuel) gas manufacturing plant; included gas tanks, gas meters, purifying house, engine rooms and offices
Current use:	Not in active use
Existing structures:	Two warehouses, approximately 112,000 and 109,000 sf, built in 1985 and 1996, both in good condition
Notes:	Development potential to support emerging residential and commercial uses

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	No
NYSDEC remediation database:	Classification 04: State Superfund Program; remedial investigation, design, and actions completed
Notes:	Additional investigations may be required due to past contamination

Redevelopment potential

Site has various redevelopment options ranging from a single large-scale development to multiple small developments, including residential subdivision. Infrastructure amenities that support and should be taken into consideration for site redevelopment include: Jesse Kregal Trail, Scajaquada Creek, and planned micro-park and kayak launch at 1660 Niagara Street.



City Auto Impound

Address: 166 Dart Street
Owner: City of Buffalo
Acres: 7.0
Zoning: D-IL
Property class: 651 (highway garage)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: No
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Scajaquada Creek, Route 198
East: Buffalo State College
South: Vacant warehouse
West: Scajaquada Creek, Route 198

Access

Highways: Route 198 (0.8 mile)
Rail service: None
Bus route: 3 Grant (0.1 mile)



Property description

Previous use:	Buffalo Structural Steel factory and offices
Current use:	Municipal auto impound lot
Existing structures:	Two-story factory building with multiple additions, unknown floor area, unknown date of construction, very poor condition
Notes:	Development potential to support emerging residential and commercial uses

Environmental history

Bulk storage facility:	Inactive PBS; three unregulated 1,800 gallon ASTs in contact with soil, one 4,000 gallon UST closed/removed
Hazardous waste generator:	No
NYSDEC spill event site:	Multiple spills; waste oil, soil impacted; petroleum, soil impacted; all spills closed
NYSDEC remediation database:	No
Notes:	Phase I ESA and Limited Subsurface Investigation being completed as part of BOA program; remediation likely warranted

Redevelopment potential

Site has various redevelopment options ranging from a single large-scale development to multiple small developments, including residential subdivision. Infrastructure amenities that support and should be taken into consideration for site redevelopment include: Jesse Kregal Trail, Scajaquada Creek, and planned micro-park and kayak launch at 1660 Niagara Street.



Pratt & Lambert (east parcel)

Address: 1409 West Street
Owner: Pratt & Lambert, Inc.
Acres: 5.6
Zoning: D-ON
Property class: 340 (vacant industrial)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Scajaquada Creek, Route 198
East: Vacant, residential
South: Vacant warehouse
West: Scajaquada Creek, Route 198

Access

Highways: Route 198 (0.5 mile)
Rail service: None
Bus route: 3 Grant (0.1 mile)



Property description

Previous use:	Lacquer plant which included multiple factory buildings, storage sheds, and solvent tanks; portions of site used to include open space around original alignment of Scajaquada Creek
Current use:	Vacant land
Existing structures:	None
Notes:	Jesse Kregel Trail and Scajaquada Creek are adjacent to site; 100 on Forest residential development being constructed nearby

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	Closed; ethylene, glycol, sewer impacted
NYSDEC remediation database:	Classification 04: State Superfund Program; remedial investigation, design, and actions completed
Notes:	Additional investigations may be required due to historic uses and past contamination

Redevelopment potential

Conversion to naturalized area to support water-dependent and recreational uses and ecological restoration of Scajaquada Creek.



Pratt & Lambert (west parcel)

Address: 73 Tonawanda Street
Owner: Pratt & Lambert, Inc.
Acres: 7.4
Zoning: N-1S
Property class: 340 (vacant industrial)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Vacant, industrial
East: Scajaquada Creek, Route 198
South: Vacant, industrial
West: Vacant, commercial

Access

Highways: Route 198 (0.2 mile)
Rail service: None
Bus route: 5 Niagara, 32 Amherst (0.2 mile)



Property description

Previous use:	Portions of site were part of Pratt & Lambert's varnish factory; Fedders Quigan automotive components manufacturing; and Hall & Sons fire brick manufacturing
Current use:	Vacant land
Existing structures:	None
Notes:	Jesse Kregel Trail and Scajaquada Creek are adjacent to site

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	No
NYSDEC remediation database:	No
Notes:	Environmental site assessment should be completed prior to redevelopment, due to unknown site conditions

Redevelopment potential

Potential for infill redevelopment of vacant land along Tonawanda Street to support adjacent uses or secondary employment center. Redevelopment for rear of site has potential to support water-dependent uses and ecological restoration of Scajaquada Creek, and integration with Jesse Kregel Trail.



Black Rock Trade Center

Address:	31 to 71 Tonawanda Street
Owner:	Black Rock Trade Center
Acres:	4.7
Zoning:	N-1S
Property class:	340 (vacant industrial), 449 (warehouse), 710 (manufacturing)
Special district:	None

Site criteria

Key building:	Yes
Major facility:	No
Underutilized:	Yes
Vacant:	No
Brownfield:	Yes
Strategic site:	Yes

Utilities

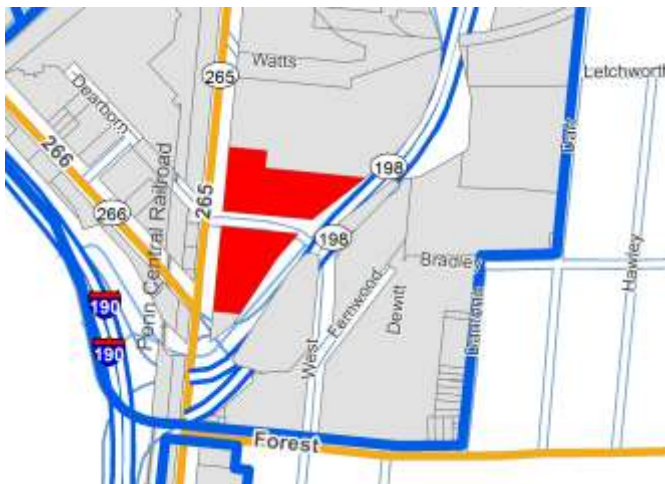
Water:	Buffalo Water Authority
Sewer:	Buffalo Sewer Authority
Natural gas:	National Fuel
Electric:	National Grid
Phone:	Verizon
High speed data:	Time Warner

Adjacent uses

North:	Vacant, industrial
East:	Scajaquada Creek, Route 198
South:	Scajaquada Creek, Route 198
West:	Vacant, commercial

Access

Highways:	Route 198 (0.1 mile)
Rail service:	None
Bus route:	5 Niagara, 32 Amherst (0.1 mile)



Property description

Previous use:	Portion of site was part of Fedders Quigan automotive components manufacturing; rear of site was part of Hall & Sons fire brick manufacturing
Current use:	Vacant land; along with some storage and warehousing
Existing structures:	Multiple brick buildings; between two and four stories; approximately 115,000, 113,000, 1,100, and 5,000 sf; built between 1931 and 1996; fair to poor condition
Notes:	Jesse Kregel Trail and Scajaquada Creek are adjacent to site

Environmental history

Bulk storage facility:	Unregulated CBS: five ASTs between 250 and 1,000 gallons with soil contact closed/removed; two 250 gallon ASTs with no soil contact closed/removed
Hazardous waste generator:	Large quantity hazardous waste generator
NYSDEC spill event site:	Closed; unidentified materials, unknown and soil impacts; #6 fuel oil, soil, and surface water impacts
NYSDEC remediation database:	Classification 03: State Superfund Program; EPA site inspections and DEC Phase I and II investigations completed in 1985 and 1992, site characterization completed in 1992, UST site assessment completed in 2002
Notes:	Additional investigations may be required due to historic uses and past spills

Redevelopment potential

Potential for adaptive reuse of existing buildings. Rear of site has potential to support water-dependent uses and ecological restoration of Scajaquada Creek, and integration with Jesse Kregel Trail.



117 Tonawanda

Address: 117 Tonawanda Street
Owner: William Lyons
Acres: 4.7
Zoning: D-IL
Property class: 449 (warehouse)
Special district: None

Site criteria

Key building: Yes
Major facility: No
Underutilized: No
Vacant: No
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Vacant, industrial
East: Scajaquada Creek, Route 198
South: Scajaquada Creek, Route 198
West: Vacant, commercial, industrial

Access

Highways: Route 198 (0.3 mile)
Rail service: None
Bus route: 5 Niagara, 32 Amherst (0.2 mile)



Property description

Previous use:	Part of Pratt & Letchworth Steel and Malleable Iron Casting factory, including iron foundry, warehouse, and related production facilities
Current use:	Storage and warehousing, along with vacant land to rear of site
Existing structures:	Three story brick building; approximately 105,000 sf; built in 1941; fair condition
Notes:	Jesse Kregel Trail and Scajaquada Creek are adjacent to site

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	No
NYSDEC remediation database:	No
Notes:	Environmental site assessment should be completed prior to redevelopment, due to unknown site conditions

Redevelopment potential

Potential for better utilization or adaptive reuse of existing building. Portion of site has potential to support infill development, and integration with Jesse Kregel Trail.



129 Tonawanda

Address: 129 Tonawanda Street
Owner: George Andross
Acres: 3.2
Zoning: D-IL
Property class: 340 (vacant industrial), 710 (manufacturing)
Special district: None

Site criteria

Key building: Yes
Major facility: No
Underutilized: Yes
Vacant: No
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Vacant, industrial
East: Scajaquada Creek, Route 198
South: Vacant, industrial
West: Vacant, industrial

Access

Highways: Route 198 (0.3 mile)
Rail service: None
Bus route: 5 Niagara, 32 Amherst (0.3 mile)



Property description

Previous use:	Part of Pratt & Letchworth Steel and Malleable Iron Casting factory, including iron foundry, warehouse, and related production facilities
Current use:	Auto body shop, storage and warehousing, along with vacant land to rear of site
Existing structures:	Multiple brick buildings partially connected; ranging from one to four stories; approximately 43,200 sf; built in 1910; fair condition
Notes:	Vacant portions of site are unpaved and have natural vegetation; Jesse Kregel Trail and Scajaquada Creek are adjacent to site

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	No
NYSDEC remediation database:	No
Notes:	Environmental site assessment should be completed prior to redevelopment, due to unknown site conditions

Redevelopment potential

Potential for adaptive reuse of existing buildings; infill development on vacant portions. Rear of site has potential to support water-dependent uses and ecological restoration of Scajaquada Creek, and integration with Jesse Kregel Trail.



Golf & Recreational Facilities

Address: 189 to 205 Tonawanda Street
Owner: Golf & Recreational Facilities, Inc.
Acres: 24.4
Zoning: D-IL
Property class: 330 (vacant commercial), 340 (vacant industrial)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Commercial, residential
East: Scajaquada Creek, Route 198
South: Vacant, industrial
West: Vacant, residential

Access

Highways: Route 198 (0.3 mile)
Rail service: None
Bus route: 5 Niagara, 32 Amherst (0.3 mile)



Property description

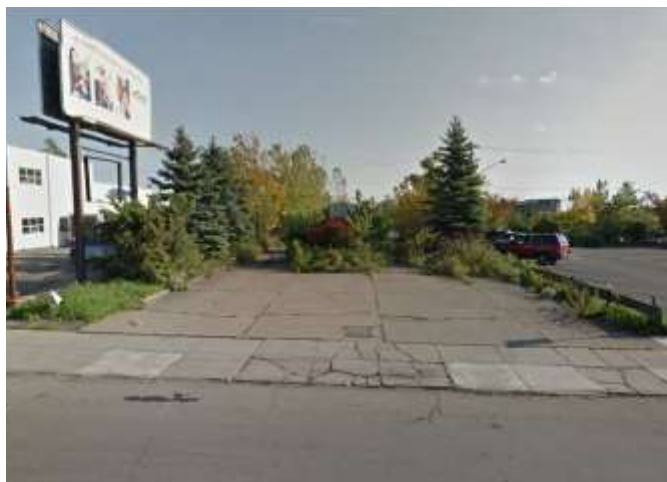
Previous use:	Part of Pratt & Letchworth Steel and Malleable Iron Casting factory, including iron foundry, warehouse, and related production facilities; more recently used as golf driving range
Current use:	Vacant land
Existing structures:	None
Notes:	Jesse Kregel Trail and Scajaquada Creek are adjacent to site; access to both Amherst and Tonawanda streets

Environmental history

Bulk storage facility:	Unregulated PBS: four 20,000 gallon ASTs closed/removed
Hazardous waste generator:	Large quantity hazardous waste generator
NYSDEC spill event site:	Closed; cooking grease, diesel, and # 6 fuel oil soil impacted
NYSDEC remediation database:	Classification A: Resource Conservation and Recovery Program; Phase I and II investigations completed in 1987, 1989 and 1993
Notes:	Additional investigations should be completed due to past contamination and unknown site conditions

Redevelopment potential

Potential for infill development that could include light industrial, commercial, residential, and recreational uses. Rear of site has potential to support water-dependent uses and ecological restoration of Scajaquada Creek, and integration with Jesse Kregel Trail.



Smart Part Recycling

Address: 214 Hertel Avenue
Owner: Smart Part Recycling, Inc.
Acres: 1.4
Zoning: D-IL
Property class: 475 (junkyard)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: No
Brownfield: Yes
Strategic site: Yes

Utilities

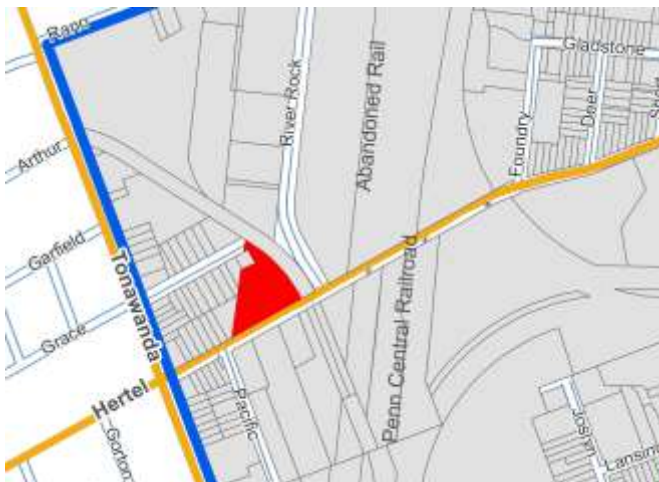
Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Commercial, industrial, vacant
East: Vacant, rail
South: Vacant
West: Residential, school

Access

Highways: I-190 (0.5 mile)
Rail service: None
Bus route: 23 Hertel, 5 Niagara (0.1 mile)



Property description

Previous use:	Scrap / junkyard
Current use:	Junkyard, vacant land
Existing structures:	None
Notes:	Portion of site along Hertel Avenue is paved; rear of site has unpaved driveway and natural vegetation; access is provided via Grace Street to rear of site.

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	No
NYSDEC remediation database:	No
Notes:	Environmental site assessment should be completed prior to redevelopment, due to unknown site conditions

Redevelopment potential

Portion of site fronting Hertel Avenue could be redeveloped with residential, commercial, or mixed-use to extend urban fabric along street. Rear of site could provide parking and access from Grace Street.



Marlette Holding

Address: 25 Rano Street
Owner: Marlette Holding Corp.
Acres: 7.6
Zoning: D-IL
Property class: 710 (manufacturing)
Special district: None

Site criteria

Key building: Yes
Major facility: Yes
Underutilized: Yes
Vacant: No
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Residential
East: Commercial, industrial, vacant
South: Vacant, residential, commercial
West: Residential, school

Access

Highways: I-190 (0.5 mile)
Rail service: None
Bus route: 23 Hertel, 5 Niagara (0.1 mile)



Property description

Previous use:	American Radiator and Bond Plant Standard Sanitary Corp factory buildings, including finished product warehouse, offices, loading dock, rail lines, and commercial store
Current use:	None
Existing structures:	Multiple connected buildings; ranging from one to three stories; approximately 194,000 sf; built in 1950; fair condition
Notes:	Three-story brick building along Rano has attractive architectural features

Environmental history

Bulk storage facility:	Unregulated/Closed CBS: three 470 gallon ASTs closed/removed, 1,300 gallon AST closed/removed; Active PBS: two 11,000 gallon USTs in service
Hazardous waste generator:	Small quantity hazardous waste generator
NYSDEC spill event site:	Closed; #2 fuel oil and diesel, groundwater impacted
NYSDEC remediation database:	No
Notes:	Environmental site assessment should be completed prior to redevelopment, due to historic uses, past spills, and unknown site conditions

Redevelopment potential

Adaptive reuse of existing buildings; infill development of surface parking lot



Maple Lake Management

Address: 89 to 93 Rano Street, 32 to 66 River Rock Drive
Owner: Maple Lake Management LLC
Acres: 5.8
Zoning: D-IL
Property class: 340 (vacant industrial), 710 (manufacturing)
Special district: None

Site criteria

Key building: Yes
Major facility: Yes
Underutilized: Yes
Vacant: No
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Residential
East: Commercial, industrial, vacant
South: Commercial, residential, vacant
West: Industrial, residential, school

Access

Highways: I-190 (0.6 mile)
Rail service: None
Bus route: 23 Hertel, 5 Niagara (0.2 mile)



Property description

Previous use:	American Radiator and Bond Plant Sanitary Corp factory square boiler warehouse.
Current use:	Manufacturing and storage building, along with surface parking lot
Existing structures:	Single-story warehouse approximately 101,000 sf; connected to two-story office building approximately 14,500 sf; built in 1981 and 1999; fair condition
Notes:	Building is attached to adjacent manufacturing buildings to the east

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	No
NYSDEC remediation database:	No
Notes:	Environmental site assessment should be completed prior to redevelopment, due to unknown site conditions

Redevelopment potential

Underutilized surface parking lot could be redeveloped with infill development; existing large manufacturing building has potential to be incorporated into new redevelopment or demolished to allow for larger, unified project



Con-Rail

Address: 300 Hertel Avenue
Owner: Con-Rail
Acres: 28.6
Zoning: D-OG
Property class: 843 (non-ceiling railroad)
Special district: None

Site criteria

Key building: No
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Residential, industrial
East: Industrial, vacant, park
South: Vacant
West: Commercial, vacant, residential

Access

Highways: I-190 (0.6 mile)
Rail service: CSX
Bus route: 23 Hertel, 5 Niagara (0.2 mile)



Property description

Previous use:	Rail yard for DL&W
Current use:	Vacant land
Existing structures:	None
Notes:	Portions of site have experienced natural vegetation growth, some of which has matured considerably and would complement development as public open space

Environmental history

Bulk storage facility:	No
Hazardous waste generator:	No
NYSDEC spill event site:	No
NYSDEC remediation database:	No
Notes:	Environmental site assessment should be completed prior to redevelopment, due to unknown site conditions

Redevelopment potential

Potential for site to be incorporated as a linear trail connecting Free Trade Zone with Scajaquada Creek and Unity Island; two abandoned rail viaducts could be repurposed to become multi-modal pedestrian and bicycle bridges; potential to incorporate retention pond at corner of Hertel Avenue and River Rock Drive on-site to allow corner to be redeveloped



Vulcan Steam Forging

Address: 195 Rano Street
Owner: Vulcan Steam Forging
Acres: 1.5
Zoning: D-IL
Property class: 710 (manufacturing)
Special district: None

Site criteria

Key building: Yes
Major facility: No
Underutilized: Yes
Vacant: No
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Vacant, industrial
East: Vacant, rail
South: Vacant, commercial
West: Residential

Access

Highways: I-190 (0.8 mile)
Rail service: None
Bus route: 23 Hertel, 5 Niagara (0.2 mile)



Property description

Previous use:	Factory buildings and some residential dwellings
Current use:	Light industrial and partially vacant
Existing structures:	Multiple single-story buildings; approximately 2,800 to 14,000 sf; built between 1948 and 1963; good condition
Notes:	Existing buildings are not of high quality and could be replaced if site is redeveloped

Environmental history

Bulk storage facility:	Unregulated PBS, two 10,000 gallon USTs closed/removed
Hazardous waste generator:	No
NYSDEC spill event site:	Closed; waste oil, soil impacted
NYSDEC remediation database:	No
Notes:	Environmental Site Assessment should be completed prior to redevelopment due to current and historic uses, past spills, and unknown site conditions

Redevelopment potential

Potential for site to be incorporated as a linear trail connecting Free Trade Zone with Scajaquada Creek and Unity Island; two abandoned rail viaducts could be repurposed to become multi-modal pedestrian and bicycle bridges; potential to incorporate retention pond at corner of Hertel Avenue and River Rock Drive on-site to allow corner to be redeveloped



308 Crowley

Address: 308 Crowley Street
Owner: William Kraus
Acres: 7.3
Zoning: D-IL
Property class: 710 (manufacturing)
Special district: None

Site criteria

Key building: Yes
Major facility: No
Underutilized: Yes
Vacant: Yes
Brownfield: Yes
Strategic site: Yes

Utilities

Water: Buffalo Water Authority
Sewer: Buffalo Sewer Authority
Natural gas: National Fuel
Electric: National Grid
Phone: Verizon
High speed data: Time Warner

Adjacent uses

North: Residential, industrial
East: Vacant, rail
South: Residential
West: Residential

Access

Highways: I-190 (0.8 mile)
Rail service: None
Bus route: 5 Niagara (0.2 mile)



Property description

Previous use:	Sylvania Electric's Colonial Radio and Television Division factory, including manufacturing, machine shops, storage, assembly, and offices
Current use:	None
Existing structures:	Multiple connected buildings; one to four stories; total of approximately 420,000 sf; built in 1910; poor condition
Notes:	Portions of complex planned for demolition; buildings with historic value and reuse potential will remain.

Environmental history

Bulk storage facility:	Registered PBS/CBS facility: two unregistered 7,500 gallon USTs
Hazardous waste generator:	Large quantity hazardous waste generator
NYSDEC spill event site:	Closed; fuel, sewer impacted; petroleum, unknown impacts
NYSDEC remediation database:	No
Notes:	Environmental Site Assessment should be completed prior to redevelopment due to current and historic uses, past spills, and unknown site conditions

Redevelopment potential

Potential for adaptive reuse of some existing structures (primarily along Crowley); incorporation into larger redevelopment of vacant land for light industrial, commercial, residential or other uses



8.1 Marketing

The Tonawanda Street Corridor BOA underwent extensive market analysis during the Nomination Study to understand local, regional, and national contexts. Although the BOA's history includes a great deal of heavy industry and transportation, market projections suggest that the study area must advance beyond these types of uses to reach its full potential.

The Nomination Study describes market trends, while taking into consideration the complex land base and community concerns that shape the plan. As with the city's Green Code, a Smart Growth approach was employed to balance the BOA's need for economic development with preserving the built environment and targeting vacant and underutilized properties for future redevelopment.

Five principles will be used to guide decision-making within the BOA:

1. Leverage existing assets
2. Diversify the economic base
3. Encourage redevelopment with public realm investments
4. Promote high-quality urban design and place-making
5. Establish a range of implementation activities

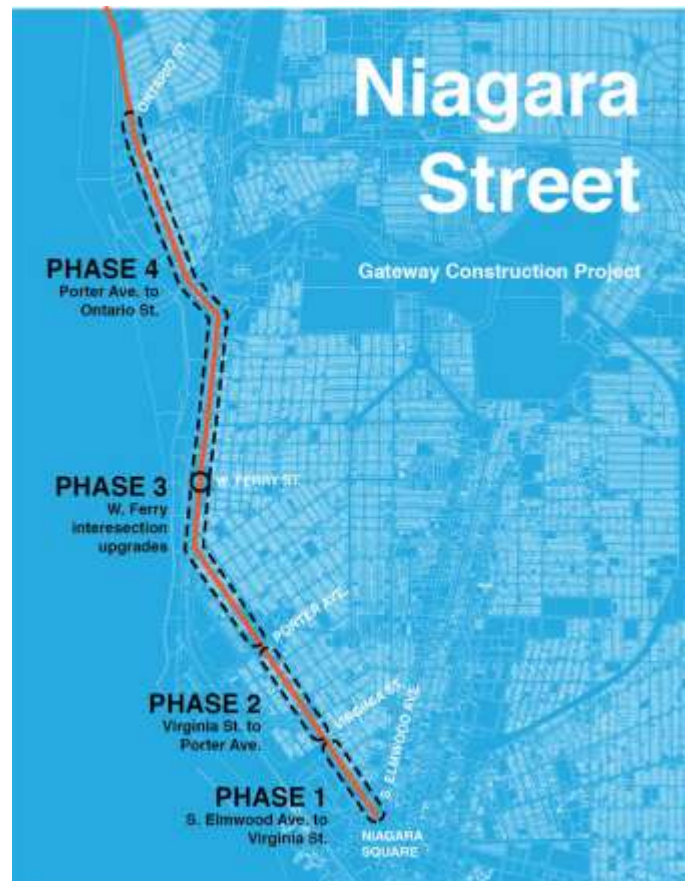
The Implementation Strategy identifies three strategic locations that meet these principles. However, the BOA has also witnessed extraordinary investments since work on the study began. These investments have been driven in part by the renewed development focus provided by the BOA program, and are positioned to continue as the strategic plan for the BOA is implemented. The visibility and success of these projects has become one of the primary means of marketing the BOA.

Niagara Street

The Niagara Street Streetscape Project is a \$28.7 million, multi-phased infrastructure improvement project along a 4.5 mile stretch of Niagara Street between Ontario Street and Niagara Square. Phases III and IV are located within

the BOA, and will be the focus of a \$17.7 million project for mill and overlay, a new striping pattern, LED street lighting, sidewalks, green infrastructure, traffic signals and ADA ramps. The project also includes improvements to West Ferry Street as it enters Unity Island, which will further enhance waterfront access and incorporate elements of The Freedom Walk to historic Broderick Park. Design work is underway, with construction expected to begin in 2017.

A related component, the Niagara Street Corridor Program, is a \$4.5 million project led by the Niagara Frontier Transportation Authority to improve signal timing, install solar-powered bus shelters, and provide a Park & Ride facility, all of which will improve public transportation within the BOA.





These projects coincide with significant private sector investment, including the recent completion of the \$18.5 million renovation project that converted the Rich Renaissance Niagara Atrium into the Innovation Center and Atrium @ Rich's.

Rich's has reinvested more than \$88 million in its Buffalo headquarters since 2007. Additional private development projects are also underway or planned at 1088, 1225, 1250, 1360, 1469, and 1502 Niagara.

100 Forest Avenue

Work is underway on a \$25 million housing complex at 100 Forest Avenue designed to attract students from nearby Buffalo State College. The 10-building complex will include 176 suite-style apartments that could house as many as 592 students. The apartments would be built on an 11-acre parcel along Forest Avenue and Danforth Road that was formerly the home of Contract Pharmaceuticals. Developer DHD Ventures anticipates completing the project in 2017.



Jesse Kregal Trail

Running parallel to Scajaquada Creek is the Jesse Kregal recreational trail. The trail, which stretches east-west through the mid-section of the BOA and connects Delaware Park to the Niagara River, is part of a \$2 million improvement project funded by the federal Transportation Alternatives Program. Also included is the north-south running Riverwalk along the river, that connects to Kregal just west of the intersection of Niagara and Tonawanda Streets. In addition to trail improvements, these areas are also the focus of an innovative Greenway Stewards Program grant in the amount of \$725,000. This two-year pilot project represents an effort to develop a model for the management, creation and implementation of a Greenway Stewards program for areas within the BOA study area, with an emphasis on living infrastructure.

Aurubis Buffalo



Located on Military Road, Aurubis Buffalo is a 1.1 million square foot brass and copper mill that generates over \$500 million in annual sales. About 650 hourly and salaried employees work for the business. Its German parent company has invested nearly \$50 million in the site over the past four years.

In continuous operation for 110 years, the plant has had a host of names, including American Brass. Aurubis considers the plant one of its eight significant production sites in the world, and the only one located in the United States. Aurubis bills itself as the world's largest copper recycler, and it acquired the Buffalo plant in 2011.

Chandler Street Area

Houk Lofts kicked off the redevelopment of former industrial structures in the Chandler Street / Elmwood Avenue corridor. The structure was converted into commercial and residential space with help of historic preservation tax credits. The \$6.7 million project contains 22 one- and two-bedroom apartments and commercial space leased to a tattoo studio and hair salon. Houk Lofts was the first of three developments Signature Development has completed in the corridor north of Buffalo State College, with Foundry Lofts and Arco Lofts located just outside the BOA boundary.

In addition to the marketing opportunities resulting from recent and ongoing development efforts, research conducted by the Western New York Regional Economic Development Council for the “Buffalo Billion” identified a number of industry clusters to target. “A Strategy for Prosperity,” WNYREDC’s economic development plan that was released in November 2011, targeted eight specific industry sectors, including advanced manufacturing, bi-national logistics, professional services, and tourism. The report also calls for a comprehensive and coordinated approach to regional marketing and promotion to address the negative images of Western New York.

The BOA is best positioned to compete in advanced manufacturing, bi-national logistics, and tourism that takes advantage of its proximity to the waterfront. To advance development opportunities in the BOA, a coordinated marketing effort aligned with the ongoing efforts of the WNYREDC and local economic development organizations such as Invest Buffalo Niagara, and the Buffalo Urban Development Corporation is needed. Strategies to consider include:

- Marketing the BOA as a regional asset in its targeted industry clusters;
- Leveraging and promoting “Buffalo Billion” infrastructure investments;
- Uniting regional marketing power to entice businesses to expand in or relocate to the city;
- Implementing marketing campaigns to improve brand awareness of the BOA;
- Increasing direct foreign investment by targeting Canadian firms; and
- Matching company needs with incentive programs to encourage relocation or expansion.

Targeting appropriate markets will require ongoing analysis by WNYREDC and its partners. The audience for a successful marketing strategy includes investors, private sector companies, and brokers. Invest Buffalo Niagara’s Canadian strategy has produced significant success and created a road map for greater outreach. While Canada remains a key focus, additional national and international efforts using an industry-focused approach are required.

A marketing strategy requires multiple formats to reach potential investors. A strong web presence with industry sector and site specific content is an important avenue for pursuing a broad-based target audience. Invest Buffalo Niagara, BUDC, and ECIDA websites all currently maintain a strong presence that could be used to support the BOA. These organizations are able to maintain contact with key targets, stakeholders, and media outlets to promote positive news and foster awareness for the BOA. Other broad forms of outreach can include trade shows, industry journals, e-mail blasts, blogs, and direct mail. Using this creative marketing approach would be beneficial to introducing new audiences to this exciting area.

Previous efforts have also shown that most business owners are not interested in building a structure or dealing with issues associated with new construction. A majority of Invest Buffalo Niagara successes have been with companies that lease existing facilities, often in small spaces that allow them to introduce their products or services to the area. Including local developers will allow them to share their experiences, promote potential partnering opportunities, and create awareness of the requirements among companies interested in expanding or relocating.

The Implementation Strategy expands on previous planning efforts for the BOA, and provides recommendations for three strategic locations. A number of parcels throughout the BOA are owned by the city, and have sufficient environmental information regarding existing conditions for prospective buyers. However, most of the land is privately held, so that the assessment and remediation at these sites will be done at the discretion of individual owners.

To convey the information about the strategic locations and other areas of interest within the BOA, graphic representations such as plans, sections, and perspectives may need to be created. These can be used to better inform elected officials, community groups, residents, and potential investors of proposed implementation strategies. Additional advantages include use by news media, in advertisements, or for real estate agents looking to market specific properties.

8.2 Funding Opportunities

Implementing the BOA Plan will require the participation of numerous stakeholders, including residents, community organizations, business owners, city departments, civic leaders, and cultural institutions. By partnering together, interested parties can share knowledge and execute the projects outlined in the plan.

Financial resources are pivotal to success. The following list outlines potential funding sources. It is often possible to combine funds from a range of sources to support priority projects.

New York State

Brownfield Cleanup Program

BCP encourages private sector cleanup and redevelopment of brownfield sites through the use of tax credits. Sites located in approved BOAs are eligible for an additional five percent credit, on top of the amount conferred by their status. Exempt sites include sites listed as Class 1 or 2 in the Registry of Inactive Hazardous Waste Disposal Sites; sites listed on the USEPA National Priorities List; Hazardous waste treatment, storage or disposal facilities; sites subject to cleanup order or stipulation under Article 12 of the Navigation Law; or sites subject to any on-going state or federal enforcement actions regarding solid/hazardous waste or petroleum.

Environmental Restoration Program

ERP provides municipalities with up to 90 percent of on-site and 100 percent of off-site costs associated with brownfield site investigation and remediation measures. Upon successful completion of the program, the municipality and future owners are released from liability for contaminants on the property prior to obtaining ownership. The municipality must own the property and not have caused the contamination; and the property cannot be listed as Class 1 or 2 on the New York State Registry of Inactive Hazardous Waste Sites.

Consolidated Funding Application

CFA is designed to improve New York's business climate and expand economic opportunity by directing state resources to development projects. Ten Regional Economic Development Councils have developed strategic plans with advice from a broad spectrum of stakeholders. These

plans serve as road maps, guiding each region's efforts to stimulate economic growth. The Western New York Regional Economic Development Council's strategic plan and implementation agenda guide investments that the state makes through its annual Consolidated Funding Application process.

Low Income Housing Tax Credits

LIHTC is a state-administered program that provides federal tax credits for costs related to the development of affordable rental units. Both for-profit and non-profit developers can use LIHTC to construct new buildings or rehabilitate existing ones. All activities associated with housing development, including site remediation, can be claimed as expenses under LIHTC. Projects must rent at least 20 percent of the units to households with incomes at or below 50 percent of the area median; or at least 40 percent of the units to households with incomes at or below 60 percent of the area median.

Rehabilitation Tax Credit Program

This 20 percent tax credit is available for qualified rehabilitation expenditures, and is used in conjunction with the federal Historic Preservation Tax Incentive Program. Any commercial, industrial, or residential rental property is eligible if it is listed on the state or national register of historic places either individually or as a contributing building in a historic district; eligible for inclusion on the registers; or has an approved Part I federal tax credit certification. For the state credit, the property must also be located in a qualified census tract with a family income at or below the statewide median.

Green Innovation Grant Program

GIGP provides grants to municipalities and non-profits for projects that improve water quality and demonstrate green stormwater infrastructure. It is administered by the state Environmental Facilities Corporation through a grant from the US Environmental Protection Agency.

New York State Council on the Arts

Funding for municipalities and non-profits is available for the study and presentation of performing and fine arts; surveys and capital investments to encourage participation in the arts and cultural heritage; and to promote tourism by supporting arts and cultural projects.

Federal Government

Brownfields Cleanup Funding

The Environmental Protection Agency provides technical and financial assistance to assess, remediate, and sustainably reuse brownfield properties. State, regional, and local governments and agencies; as well as non-profit organizations are eligible to apply. Up to \$200,000 in funding is available for each identified site, but no entity may apply for cleanup at more than five sites. Grants require a 20 percent match, which may be in the form of funding, labor, materials, or services.

New Markets Tax Credit

The New Markets Tax Credit Program was established to help economically distressed communities attract private investment by providing investors with tax credits. The program is designed to offset investment risks in low-income communities. An organization wishing to receive funding must be certified as a Community Development Entity, demonstrate a primary mission of serving low-income communities or residents, and maintain accountability to residents through representation on its governing or advisory board. In exchange for investing in a certified project, an investor receives 39 percent of the investment value in tax credits over a seven-year schedule.

Historic Preservation Tax Incentives

This program provides investors with a 10 or 20 percent tax credit that can be claimed for the year in which an eligible building is put into service. A historic structure is defined as a building that is listed individually in the National Register of Historic Places, or as a contributing building within a certified local historic district. Rehabilitation of certified historic structures qualifies for a credit equal to 20 percent of the cost of the work; while rehabilitation on non-certified structures qualifies for a credit equal to 10 percent of the cost of the work. All restored buildings and properties must be income producing and rehabilitated according

to the Department of Interior's standards. Projects must meet IRS criteria to qualify for the credit, including: the structure must be depreciable; the property must be returned to an income-producing use; and the building must be maintained as a certified historic structure when returned to service.

Great Lakes Habitat Restoration Program

The National Oceanic and Atmospheric Administration provides funding and technical assistance to state agencies, municipalities, and non-profits to restore coastal habitats along the Great Lakes. Projects funded by NOAA typically have strong habitat restoration components that provide social and economic benefits for persons and communities, in addition to long-term ecological habitat improvements.

Foundations

Great Lakes Protection Fund

The Great Lakes Protection Fund provides funding to government, academia, and non-profits for research projects that protect, restore and improve the health of the Great Lakes ecosystem.

Sustain Our Great Lakes

Sustain Our Great Lakes provides funding to non-profits and state, tribal, and local governments to sustain, restore and protect fish and wildlife habitat in the Great Lakes basin, build conservation capacity, and focus partners and resources toward key ecological issues.

Fish America Foundation

Fish America provides funding to non-profits and conservation-minded groups to enhance fish populations, restore habitat, improve water quality, and advance fisheries research to improve sport fishing opportunities.

8.3 SEQRA Compliance

The BOA Plan has been prepared in accordance with guidelines established by the New York State Departments of State and Environmental Conservation for the Step 2 Nomination Study and Step 3 Implementation Strategy phases of the BOA program. It is anticipated that the adoption and implementation of the Plan will result in the redevelopment of several brownfield, abandoned, and vacant sites; enhanced open space and parks; new commercial, recreational and mixed-use opportunities; and improvements to access and connectivity.

This section describes how State Environmental Quality Review Act requirements have been fulfilled; including consistency with New York State Coastal Management Program policies, Heritage Area Management Plans, and specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance. This includes thresholds and criteria for supplemental Environmental Impact Statements to reflect site specific impacts that are not adequately addressed in the Draft Generic Environmental Impact Statement.

The following provides an overview of the BOA process, beginning with the Step 2 Nomination Study phase and its integration with the larger Buffalo Consolidated Development Framework.

Early SEQRA Procedural Steps

Prior to starting the environmental impact review process for the BOA, the city conducted a series of procedural steps in accordance with SEQRA and its implementing regulations. It completed Part 1 of the Environmental Assessment Form, and classified BOA adoption and implementation as a Type 1 action under SEQRA. The project was considered a Type 1 action because it would involve adoption of a plan with prescribed land use components; the physical alteration of over 10 acres of land; and certain unlisted actions conducted within publicly-owned recreation areas and designated open spaces. Other Type 1 activities were also assumed to apply, given the number and types of projects that could be implemented as a result of the plan.

Upon completing Part 1 of the EAF and classifying the project as a Type 1 action, the Common Council passed a resolution on February 5, 2008 proposing to seek SEQRA

lead agency status for the adoption and implementation of the BHBOA Plan, and indicated its intent to conduct a coordinated review by requesting consent from other potentially involved agencies to act as SEQRA lead agency.

On March 18, 2008, upon receiving consent from potentially involved agencies, the Common Council passed a resolution resolving that it would act as lead agency for the Project and issued a Positive Declaration indicating that the adoption and implementation of the BOA Plan may have a significant impact on the environment and that a DGEIS would be prepared.

The city determined that a GEIS rather than a project-specific conventional EIS was particularly well suited because the BOA Plan:

- Represents a number of separate actions within the study area, which alone may have minor impacts, but together may have significant impacts; and
- Is an entire program or plan having wide application that may have new or significant changes to affecting the range of future policies, projects, and changes to land use, zoning, or development plans.

Buffalo Consolidated Development Framework

Since 2008, the city has initiated a significant number of planning initiatives, including the preparation of a land use plan and zoning ordinance, a Local Waterfront Revitalization Program, and four BOA Nomination Studies. Based on the number and scope of these initiatives, the city decided that a consolidated environmental impact review process, through preparation of a GEIS, would be an appropriate vehicle for SEQRA compliance.

As a result, the city initiated a comprehensive SEQRA review under the auspices of the Buffalo Consolidated Development Framework. The BCDF is the culmination of years of planning work that aims to encourage and support redevelopment within the city. This effort consists of the following initiatives:

- The **Land Use Plan** accommodates future land uses in a way that reinforces the city's historic character;
- The **Unified Development Ordinance** provides form-based zoning recommendations, revised subdivi-

sion and sign ordinances, and standards for street design and reconstruction;

- The **Local Waterfront Revitalization Program** guides development along the city's coastal areas;
- An **Urban Renewal Plan** assessment provides recommendations on the termination, replacement, or modification of these plans to better reflect current community and economic development needs; and
- **Brownfield Opportunity Area Plans** for Buffalo Harbor, the Buffalo River Corridor, South Buffalo, and the Tonawanda Street Corridor guide redevelopment opportunities in those areas.

As part of the BCDF effort, it was determined that while certain elements of the Step 2 Nomination Study met the SEQRA GEIS content requirements (Project Description and Boundary, Community Participation, and Analysis and Inventory), the remaining elements necessary to satisfy SEQRA compliance requirements including analysis of the BOA's potential adverse environmental impacts, description of mitigation measures and the range of reasonable alternatives to the action, conditions for future actions, and GEIS references, would be addressed in the broader DGEIS prepared for the BCDF.

The BCDF took a number of procedural steps under SEQRA, which in part satisfy the DGEIS requirements for the BOA Plan. On May 29, 2012, Common Council received a Full Environmental Assessment Form prepared on its behalf by the city's Office of Strategic Planning. The Common Council determined that pursuant to 6 NYCRR § 617.4 (b) (1) that the adoption of the components of the BCDF was a Type 1 Action under SEQRA.

On May 30, 2012, the Common Council circulated a letter to other involved agencies and interested parties stating its intent to act as Lead Agency. Since no objections were raised, on July 10, 2012 the Common Council assumed the role of SEQRA Lead Agency. Pursuant to 6 NYCRR § 617.7, the Common Council determined that the adoption and implementation of the BCDF may have an adverse impact on the environment and that a DGEIS must be prepared. A Positive Declaration was subsequently issued on July 10, 2012.

The Common Council also determined that scoping for the DGEIS would be appropriate. Scoping, as established in 6 NYCRR § 617.8, is a process by which the Lead Agency, with input from the public, involved, and interested agencies, identifies potentially adverse impacts that should be evaluated in the DGEIS and eliminates impacts that are irrelevant or non-significant from consideration.

SEQRA Procedural Steps

<i>Procedural Step</i>	<i>Citation</i>	<i>Completion date</i>	<i>DGEIS reference</i>
EAF Part 1	6 NYCRR 617.6(a)(2)	May 29, 2012	BCDF DGEIS Appendix
Lead Agency Status	6 NYCRR 617.6(b)	July 10, 2012	BCDF DGEIS Appendix
EAF Parts 2 and 3	6 NYCRR 617.6(a)(2)	July 10, 2012	BCDF DGEIS Appendix
Positive Declaration	6 NYCRR 617.12(a)(2)(ii)	July 10, 2012	BCDF DGEIS Appendix
Draft Scoping Document	6 NYCRR 617.8(b)	July 10, 2012	NA
DGEIS	6 NYCRR 617.12(a)(2)(iii)	February 16, 2016	NA
Public Comment Period	6 NYCRR 617.12(a)(2)(iii)	April 22, 2016 (closed)	BCDF DGEIS Appendix
FGEIS	6 NYCRR 617.12(a)(2)(iii)	December 13, 2016	BCDF DGEIS Appendix
Findings Statement	6 NYCRR 617.11	December 27, 2016	NA

The Lead Agency determined on February 16, 2016 that the DGEIS was complete and adequate for public review. Once the Lead Agency made this determination, a public comment period began. During the comment period, the public and interested and involved agencies submitted comments regarding the evaluation and conclusions summarized in the DGEIS. Following the comment period, the Common Council, as Lead Agency, assembled the comments and subsequently determined the appropriate procedural steps to complete the SEQRA review.

Fulfillment of DGEIS Content Requirements

The DGEIS is partially incorporated into the BOA Plan (Project Description and Boundary, Community Participation, Analysis, and Inventory). The remainder of the DGEIS content requirements (analysis of potential adverse environmental impacts, description of mitigation measures and the range of reasonable alternatives to the action, GEIS references, and conditions for future actions) are included in the BCDF DGEIS.

The DGEIS has been prepared in accordance with 6 NYCRR 617.10, and as such presents a more general set of analyses than a conventional, project-specific EIS. The DGEIS describes the proposed action, and includes assessments of specific anticipated impacts commensurate to the level of detail available. The analysis is based on conceptual information due to the comprehensive and prospective nature of the BOA Plan.

The following is a brief summary of the BOA Plan elements and their relationship to the DGEIS content requirements:

Project Description and Boundary

The description of the proposed action and boundary justification was prepared as part of the Step 2 Nomination Study. The project description and boundary justification satisfies both SEQRA and BOA program requirements. The BOA Plan includes a concise description of the project and its purpose, public need and benefits, including social and economic considerations. A map showing the location of the BOA in relation to the city, county, and region is also included.

Community Participation

The BOA Plan includes a description of the extensive community participation process implemented as part

of the plan. It summarizes the partners who have been consulted, the methods and techniques used to inform partners about the project's status, and progress enlist their assistance in the process. It also provides a summary of stakeholder meetings and public open houses that have occurred at appropriate stages during the planning process. In addition to the community participation process in the BOA Plan, the BCDF DGEIS provides an overview of the community participation process conducted for all of the planning initiatives and the associated SEQRA public scoping effort, comment period, and hearing processes. These extensive efforts satisfy both SEQRA and BOA program requirements.

Environmental Setting

The BOA Plan provides a concise description of the environmental setting of the study area, in conformance with both SEQRA and BOA program requirements. It includes a description of the community and regional setting; existing land use and zoning; brown-field, abandoned and vacant sites; land ownership patterns; parks and open space; a building inventory; historic and archeologically significant areas; transportation, infrastructure, and utilities; natural resources and environmental features; and economic and market trends.

Impacts, Mitigation and Alternatives

The DGEIS prepared for the BCDF includes an analysis of potential adverse environmental impacts, mitigation measures where applicable and appropriate, and an analysis of alternatives. Included in this discussion is an analysis of the BCDF's consistency with New York State Coastal Management Program policies (addressed as part of the LWRP in the DGEIS) and Heritage Area Management Plans, as applicable. This material satisfies both SEQRA and BOA program requirements.

Thresholds and Criteria for Future Actions

The DGEIS prepared for the BCDF also identifies and establishes thresholds and criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA review. Future SEQRA review of projects is limited to either topics or specific sites that were not evaluated in the DGEIS. BHBOA-specific thresholds included in the DGEIS satisfy both SEQRA and BOA program requirements.

DGEIS Content Requirements and Locations

<i>Plan element</i>	<i>Location</i>	<i>Content requirements met</i>
Project/Boundary description	BOA Plan Section 1	Description of proposed action
Community Participation	BOA Plan Section 1	SEQRA public hearing conducted simultaneously with BHBOA Plan public hearing
Analysis and Inventory	BOA Plan Sections 2 and 3	Description of environmental setting
Implementation Strategy	BOA Plan Section 4	Potential significant adverse impacts; description of mitigation measures and range of reasonable alternatives to proposed action
SEQRA Compliance	BOA Plan Section 5	Consistency with state Coastal Management Program policies; consistency with Heritage Area; GEIS references; conditions for future actions

TONAWANDA STREET CORRIDOR
Brownfield Opportunity Area
NOMINATION DOCUMENT

