



Elk Street Corridor Redevelopment Plan



OCTOBER 2008



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Joseph Abel, Exxon Mobil Corporation
John Morris, Honeywell, Inc.
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ELK STREET CORRIDOR REDEVELOPMENT PLAN

Section 1 – INTRODUCTION

The Elk Street corridor is a traditionally industrial area strategically located with access to prime transportation routes, including the I-190, the Buffalo River and a rail line. This strategic location makes it well situated to take advantage of increased demand for available commercial and industrial space in the City, as evidenced by the success of the Lakeside Commerce Park. Although there has been general



planning for the area, through the City's Comprehensive Plan and the City's Local Waterfront Revitalization Program (LWRP), these documents do not provide sufficient guidance for how best to accomplish the redevelopment of vacant and underutilized lands in this area of the City of Buffalo. Current efforts to prepare Remedial Action Plans (RAP) to address issues of past environmental contamination further underscore the importance of having a clear concept of potential future land uses, since future uses will directly affect the level of clean-up proposed for lands addressed under the remediation plans.

This study was undertaken in order to develop a coherent and logical development scenario, based on a consensus for future redevelopment options. The option recommended in this document was designed to take full advantage of the area's potential, and was based on a thorough analysis of site conditions, market indicators and relevant constraints. It is hoped that maximizing development potential of the Elk Street corridor will spur economic revitalization not only of the corridor itself, but also the wider Buffalo Niagara community.

This study was developed with strong participation from a number of partners. The 15-member Steering Committee included representation from the Buffalo Urban Development Corporation (BUDC), City of Buffalo, ExxonMobil, Honeywell, Empire State Development, National Grid, Erie County Industrial Development Agency (ECIDA), Erie County, Buffalo-Niagara Enterprise (BNE), Empire State Development and New York State Department of Environmental Conservation. The Steering Committee provided valuable perspective to the consulting team in assessing the opportunities and constraints represented by this area, and was actively involved in crafting a preferred development scenario based on an assessment of the alternatives. This report summarizes the basis for the selection of the preferred alternative.

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Section 2 - STUDY AREA DESCRIPTION

The Elk Street Corridor Redevelopment Plan study area was pre-determined by BUDC, based on logical boundaries, such as major roadways and the rail line. It is bounded by Interstate 190 to the north, Bailey Avenue (State Route 62) to the east, the Buffalo River to the south, and the CSX rail line to the west (see Maps 1 and 2). This 300 +/- acre area primarily supports a range of industrial and commercial uses, with a history of heavy industrial use. The western part of the area (west of Babcock Street) falls within the City's Fillmore Council District, while the eastern section lies within the Lovejoy Council District. The area is within the City's Buffalo River Planning Community and Valley Planning Neighborhood. The area also sits within a Renewal Community, making it eligible for federal tax incentives (accelerated depreciation for capital investments and workforce tax credits).

Section 3 - EXISTING CONDITIONS

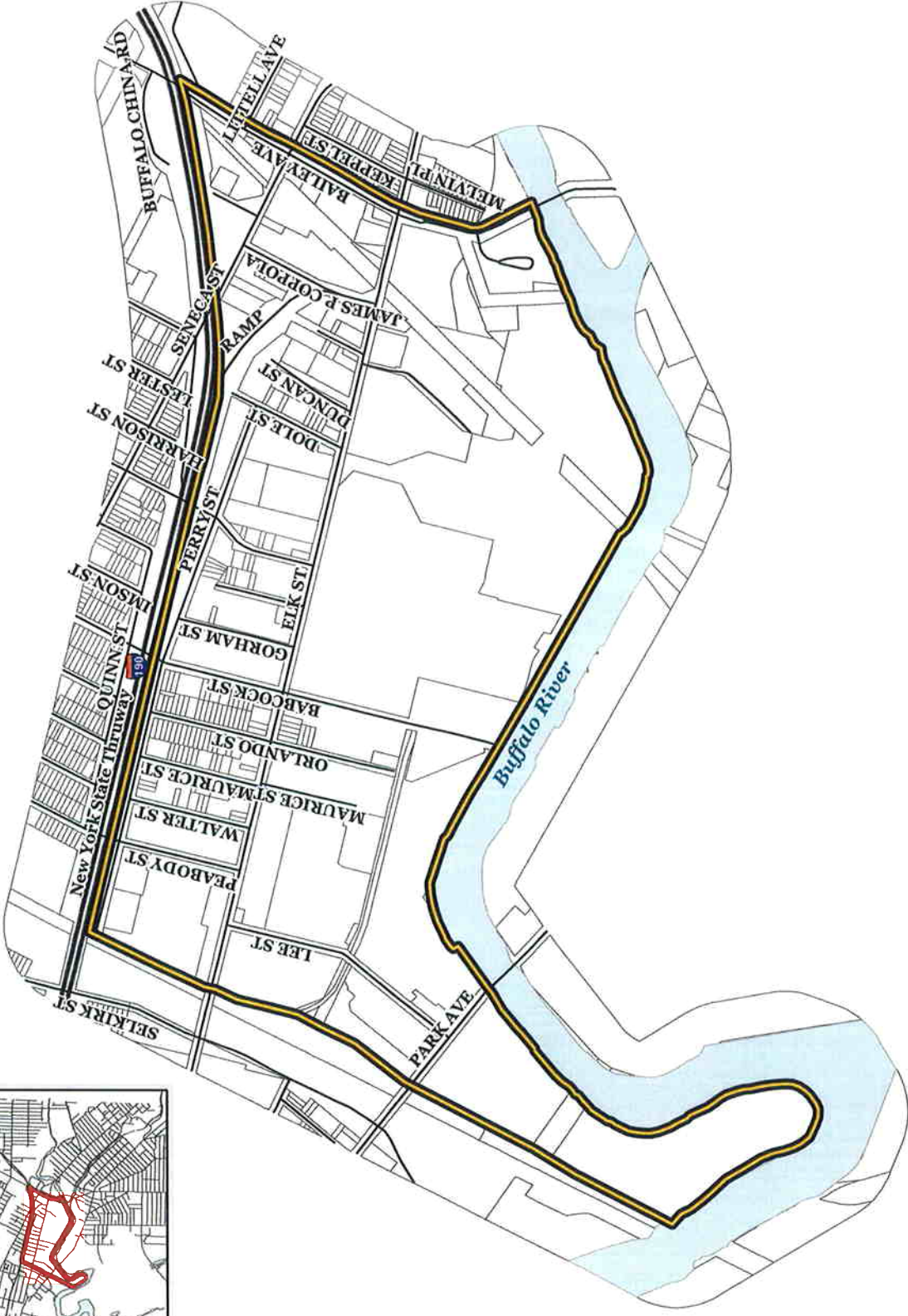
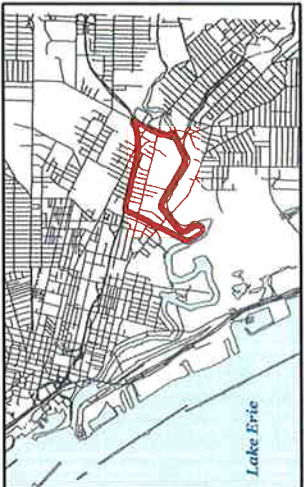
A. Land Uses

Existing land use in the Elk Street Corridor Redevelopment Area consists primarily of industrial uses, with a small complement of commercial and residential uses (Map 3). Lands south of Elk Street predominately consist of industrial or former industrial properties. Many of these uses were heavy manufacturing in nature that have resulted in significant remediation issues. The land uses in the area north of Elk Street are more varied, with a small, stable residential neighborhood mixed in with industrial and commercial uses.



On both sides of Elk Street there is an abundance of vacant land, most of which is categorized as brownfields. The Red Jacket peninsula in the southwestern portion of the study area, which is part of the former Buffalo Color property (known as Area D), is a former landfill that became a disposal area for hazardous wastes. This area has been remediated and capped and the reuse plan projects no future development of this site. However, some limited public access is anticipated in this area by way of upland and shoreline trails. Another area in

the southeastern portion of the study area, which is currently occupied by two large storage tanks, was a former City landfill that accepted municipal solid waste until 1951. Although this landfill site is no longer active, it has never been formally closed.



MAP 1 - PROJECT STUDY AREA

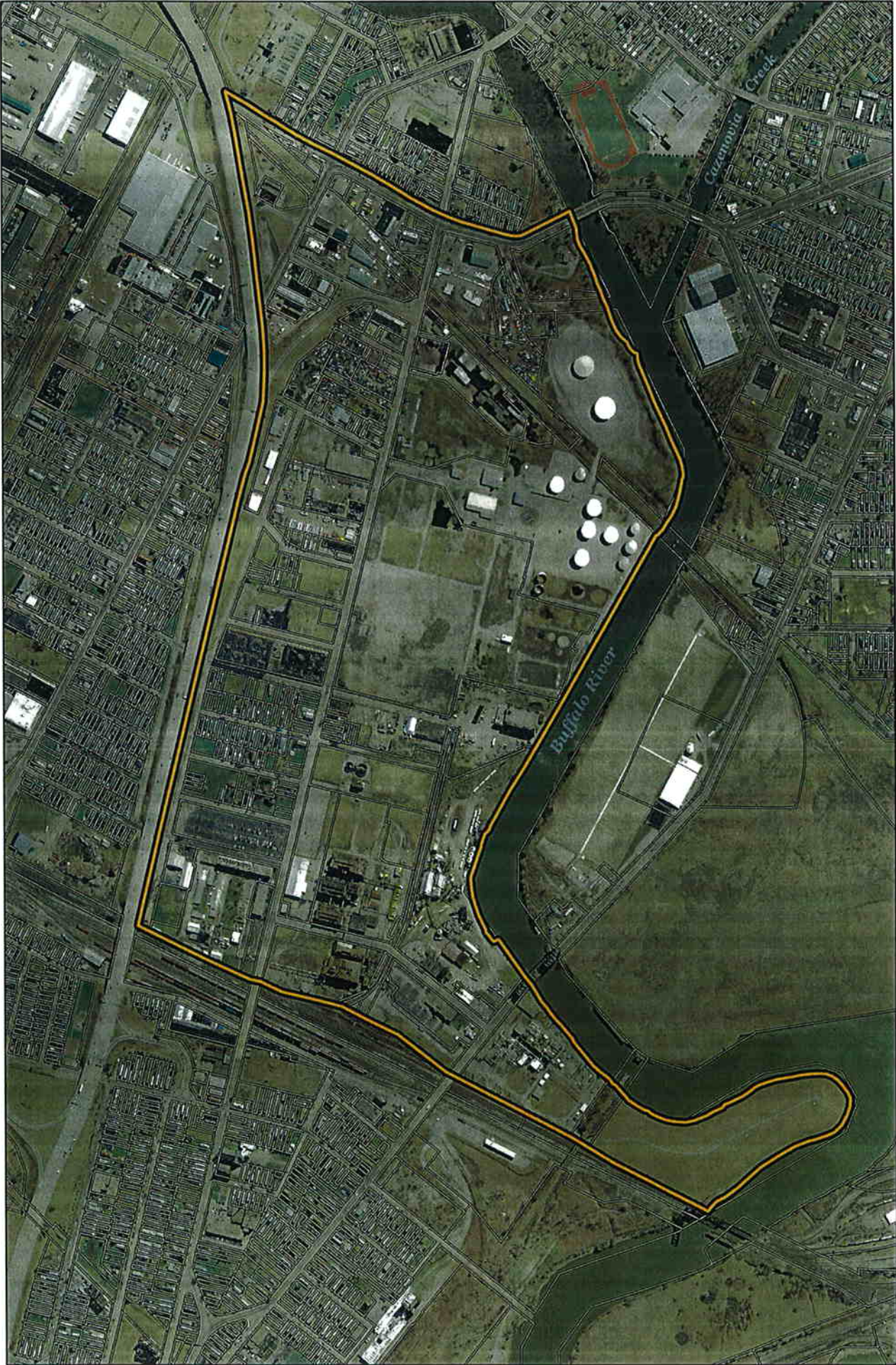
WENDEL DUCHSCHERER
 WD Project # 436201
 Map Created: February, 2008



- Legend**
- Project Boundary
 - Roads
 - Water
 - Parcels 2007

**ELK STREET CORRIDOR
 REDEVELOPMENT
 PLAN**

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MAP 2 - DIGITAL ORTHOMAGERY

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Project Boundary
 Parcels 2007

Legend

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The study area incorporates a portion of the “the Valley” neighborhood. Residential uses consist of a mix of single-family houses and duplexes located primarily along Walter Street, Maurice Street, Orlando Street and Babcock Street, although there are a small number of residential uses scattered in more industrial or commercial areas also. The residential uses in the study area developed as worker housing for employees of the many factories in the vicinity, with much of the housing stock dating back to the late 1800’s. Because of the geographic isolation of the area, it has traditionally been a very close-knit community.



In addition to land uses, the parcel configurations are significantly different north and south of Elk Street. Lands north of Elk Street are characterized by a mix of land use types, with the area divided into smaller parcels with a typical grid street layout. Uses are more diverse, with housing adjacent to industrial uses, which is mixed in with commercial uses, such as taverns or small retail outlets. All residential uses within the area are located north of Elk street. South of Elk Street, parcels are much larger and industrial in nature, with very few thoroughfares dividing the area.



The study area was dominated in the past by two major landowners, Buffalo Color Corporation and ExxonMobil (and their corporate predecessors). The Buffalo Color Corporation had operations on a large portion of the land south of Elk Street and west of Babcock Street, including the peninsula in the southwest corner of the study area. Buffalo Color was a major manufacturer of synthetic indigo and aniline dyes, and there are significant environmental issues associated with former Buffalo Color properties. Honeywell, Inc. has

taken responsibility for environmental remediation of many of the former Buffalo Color holdings, although Honeywell does not own any of those properties; their jurisdiction is strictly remediation. Smaller land owners have purchased some of the sites, but the majority of the lands remain under the nominal ownership of the Buffalo Color Corporation.

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Honeywell maintains an active facility on the north side of Elk Street at the eastern edge of the study area, west of Peabody Street.

Petroleum refining operations began on the ExxonMobil site in 1880, when petroleum was refined by Standard Oil for illumination purposes. In addition to the petroleum refinery, the site also contained a rail car shop, a copper shop, an acid treatment plant, naphtha works, and a compounding plant. During the 1950's, more than 50 storage tanks that were used for paraffin and wax refining operations were removed from the site. Starting in 1963, the ExxonMobil facility began receiving petroleum shipments from Canada through a pipeline currently owned by Buckeye Terminals, LLC from Texas, and occasionally by barge.



Thereafter, the refining operations continued to evolve, as the demand for petroleum products changed. In 1981, the site became a distribution facility only and the refinery buildings and infrastructure were demolished between 1988 and 1991. At present, the remaining ExxonMobil lands are vacant and under study for remediation. The Buckeye facility continues to operate the pipeline and petroleum distribution facility; they no longer receive waterborne shipments.

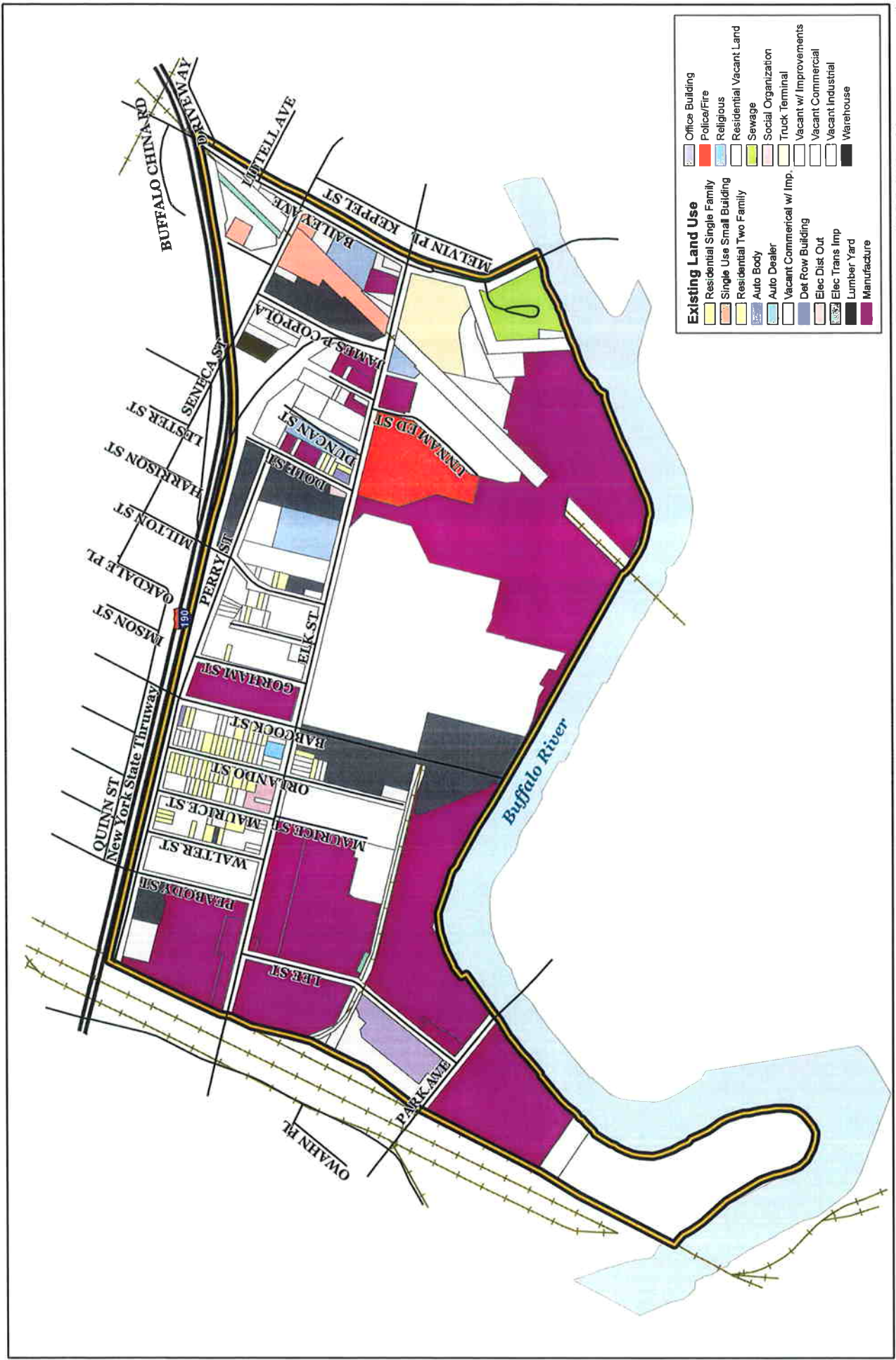
In 1967, the Buffalo River Improvement Corporation (BRIC) was created to supply industries along the Buffalo River with water for cooling and processing purposes. Water is pumped from Lake Erie to augment flows in the Buffalo River. The design operation of the BRIC system is 120 million gallons per day and during its early years of operation (1967-77), pumping often contributed 90 percent of the total river flow during drier summer months. The BRIC flow augmentation also served to dilute pollutant concentrations in the river, decreasing residence time. The primary users of the BRIC system were Buffalo Color Corporation, PVS Chemical Corporation, Republic Steel and Allied Chemical Corporation. Today, only PVS is still utilizing the system.



Today, the study area contains many active businesses, including PVS Chemicals, Inc., New Lumber Corporation, Honeywell, Inc., Buckeye Terminals, LLC, Austin Air, Midland Asphalt, Gro Green Products, K.D.M. Die Co. and Root Neal & Co., among others. There are also active salvage and construction yards at the eastern edge of

the area. The South Buffalo Pumping Station, operated by the Buffalo Sewer Authority, is located on a 4.1-acre parcel along Bailey Avenue, on the north shore of the Buffalo River at the southeast corner of the study area.





Existing Land Use

[Symbol]	Office Building
[Symbol]	Police/Fire
[Symbol]	Religious
[Symbol]	Residential Vacant Land
[Symbol]	Single Use Small Building
[Symbol]	Residential Two Family
[Symbol]	Auto Body
[Symbol]	Auto Dealer
[Symbol]	Social Organization
[Symbol]	Truck Terminal
[Symbol]	Vacant Commercial w/ Imp.
[Symbol]	Vacant w/ Improvements
[Symbol]	Det Row Building
[Symbol]	Vacant Commercial
[Symbol]	Elec Dist Out
[Symbol]	Elec Trans Imp
[Symbol]	Lumber Yard
[Symbol]	Warehouse
[Symbol]	Manufacture

ELK STREET CORRIDOR REDEVELOPMENT PLAN

MAP 3 - EXISTING LANDUSE (RPS-TAX INFORMATION)

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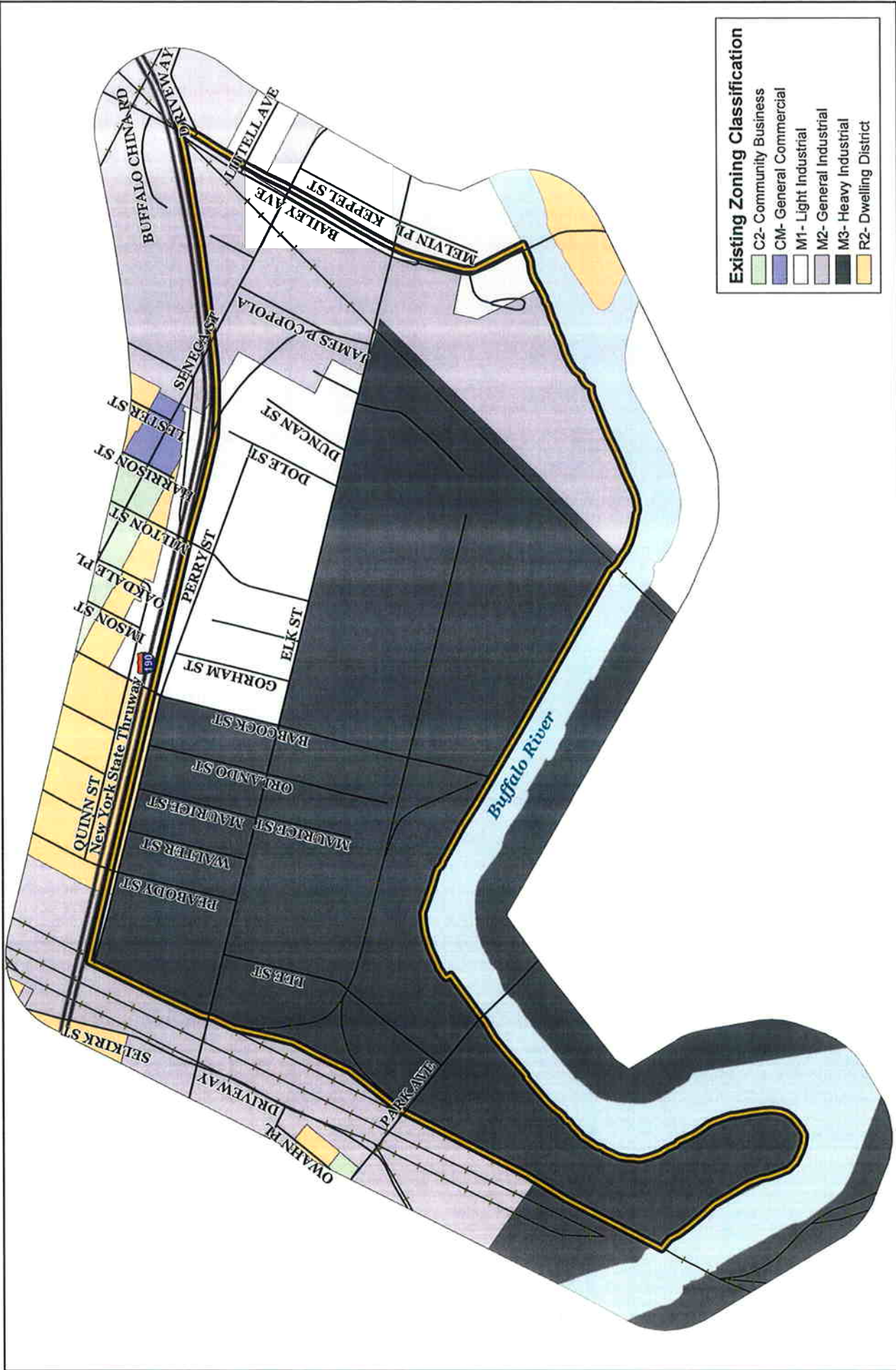
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Legend

- Project Boundary
- Railroads
- Roads
- Water

0 100 200 400 600 800 Feet

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- Existing Zoning Classification**
- C2- Community Business
 - CM- General Commercial
 - M1- Light Industrial
 - M2- General Industrial
 - M3- Heavy Industrial
 - R2- Dwelling District

MAP 4 - EXISTING ZONING CLASSIFICATION

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MAP 4 - EXISTING ZONING CLASSIFICATION

Legend

- Project Boundary
- Roads
- Railroads
- Water

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B. Zoning/ Land Use Regulations

Zoning within the Elk Street Corridor Redevelopment Area is regulated by Chapter 511 of the City of Buffalo Code. The zoning ordinance regulates the use of land throughout the City to promote the public health, safety, and general welfare and to assist in implementing the Comprehensive Plan. There are three zoning districts within the area: M-1 Light Industrial District, M-2 General Industrial District and M-3 Heavy Industrial District, as well as the Buffalo Coastal Special Review District. In addition, the ordinance establishes regulations for off-street parking and loading and signs.

Most of the land between Elk Street and the Buffalo River, including land between the railroad lines on the western boundary to Babcock Street, between Elk Street and the I-190, is zoned M-3. This zoning district incorporates most of the residential properties within the study area. A stretch of land along the west side of Bailey Avenue from the I-190 to the Buffalo River is zoned M-2, with the exception of a small area of M-1 zoning at the southeast corner of the study area. The remainder of the area north of Elk Street and east of Babcock Street to the vicinity of Kellogg Street is zoned M-1 (see Map 4). Under the City of Buffalo zoning code, none of the industrial districts permit residential uses, and existing residential uses are non-conforming uses.



All lands in the study area that are situated south of Elk Street are located within the Buffalo Coastal Special Review District, which requires the issuance of a restricted use permit for all allowable uses. Pursuant to Section 511-67 of the City Charter, the Special Coastal Review District is a special zoning district that was established to promote consistent development along the Buffalo waterfront for the stability, economic viability, and future prosperity of the area, with particular consideration given to balancing residential, commercial, port-related industrial and public access uses.



Within the Buffalo Coastal Special Review District, the City Code establishes the Buffalo River Open Space Corridor, which requires that all development be setback from the Buffalo River shoreline. As set forth in Section 511-67.B., the Buffalo River is considered a second waterfront for public enjoyment and economic development, with the need to promote balance between environmental protection and urban redevelopment. Under this provision, new development along the river upstream of Ohio

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Street, which is not water-dependent, is to be set back a minimum of 100 feet from the shoreline. This 100-foot buffer zone is intended to provide sufficient area for filtering of non-point source pollution runoff, enhance fish and wildlife habitats along the river, improve flood and erosion control, improve the water quality of the river, and increase the quality and value of redevelopment (it is not specifically designated for public access). This area is to be maintained with natural plant growth, with the exception of developed areas where landscaping shall be maintained in good condition. Exceptions to this setback may be granted if it creates a hardship on the property or if the use is water-dependent or water-enhanced.

Subdivision of land in the study area is regulated by Chapter 421 of the City of Buffalo Code, which applies to any division of land, any alteration to the boundaries of a parcel, and any consolidation of parcels. The City of Buffalo Code also contains several other Chapters that would affect the redevelopment of this area, such as Chapter 66 – Air Pollution, Chapter 103 – Building Construction and Demolition, Chapter 168 – Environmental Review, Chapter 189 – Flood Damage Prevention, Chapter 293 – Noise, Chapter 309 – Parks and Other Open Spaces, and Chapter 387 – Signs.

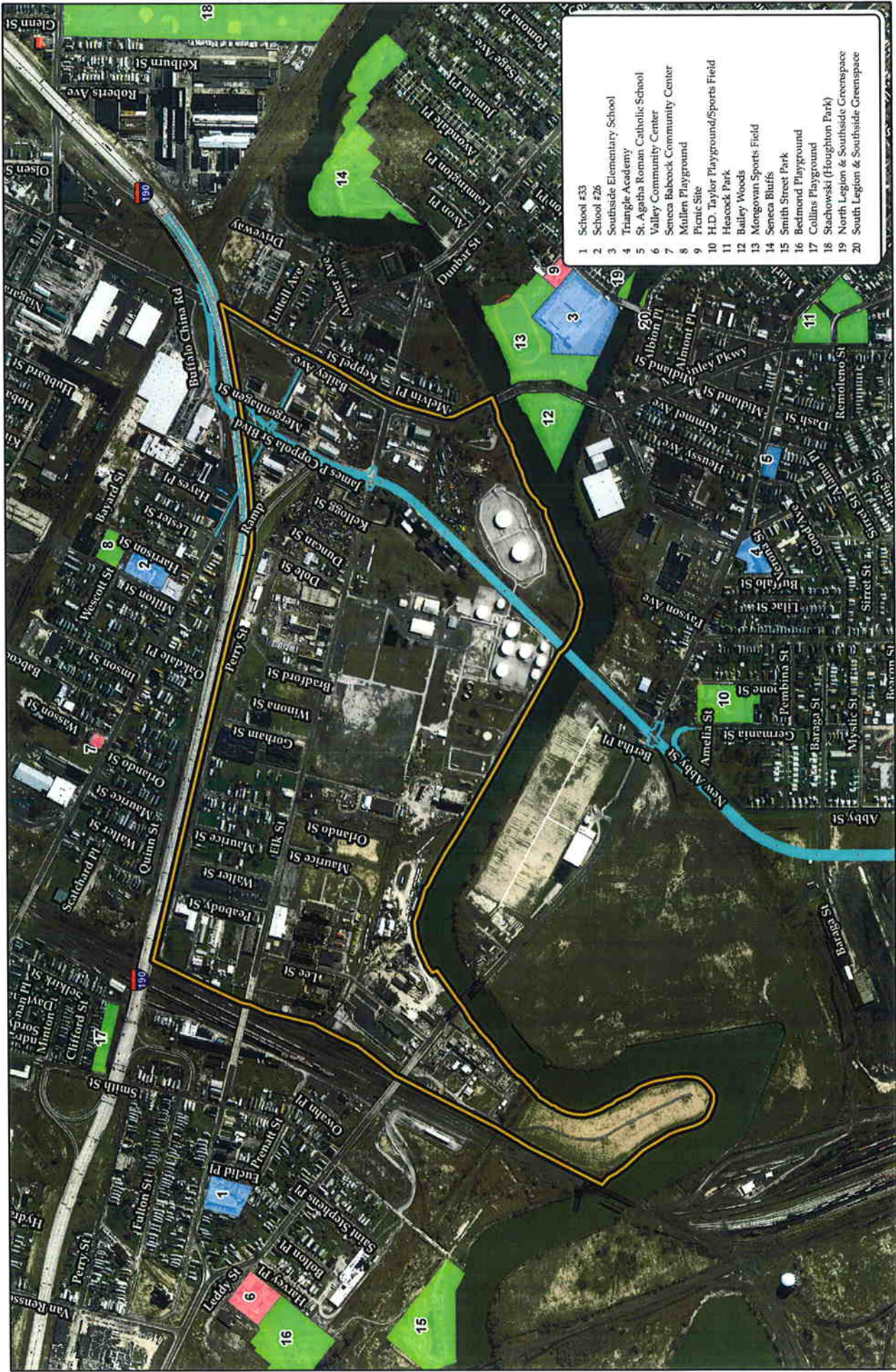
C. Public Areas/ Community Facilities

There are no parks located within the Elk Street Corridor Redevelopment Area, although there are several nearby (Map 5). There are two county-owned and maintained parks along the Buffalo River. The Smith Street Recreation Site is a 3.1-acre park located at the foot of Smith Street to the west of the project area. Confluence Point is a 3.8-acre park located on the south shore of the River east of Bailey Avenue, at the confluence of the river and Cazenovia Creek. Both parks are the result of the Buffalo River Fish and Wildlife Restoration Project. Both sites contain walking trails, fishing areas and parking. Leddy Park, Bailey Avenue Pocket Park, Collins Playground, Taylor Playground, and Sullivan Playground are all City owned parks located nearby.

There are a few recreation centers in the vicinity of the Elk Street Corridor Redevelopment Area. The Southside Recreation Center is located east of Bailey Avenue, and the Father Carmichael Valley Recreation Center is located on Leddy Street, near the intersection with South Park Avenue. Public School 33 is located west of the area on Elk Street and Southside Elementary School is located east of Bailey Avenue south of the Buffalo River. The Seneca Gospel Mission and the Southside Social and Athletic Club are located on Elk Street within the study area. Other community oriented facilities include the Seneca Babcock Community Center and the Seneca Babcock Boys and Girls Club.



The Buffalo River Urban Canoe Trail extends along the Buffalo River the length of the study area and beyond. There is designated canoe launch at the Buffalo Sewer Authority Pump Station on Bailey Avenue at the southeastern edge of the study area, but access to this launch



- 1 School #23
- 2 School #26
- 3 Southside Elementary School
- 4 Triangle Academy
- 5 St. Agatha Roman Catholic School
- 6 Valley Community Center
- 7 Seneca Babcock Community Center
- 8 Mullen Playground
- 9 Picnic Site
- 10 H.D. Taylor Playground/Sports Field
- 11 Heacock Park
- 12 Bailey Woods
- 13 Mongovan Sports Field
- 14 Seneca Bluffs
- 15 Smith Street Park
- 16 Bedmond Playground
- 17 Collins Playground
- 18 Stachowski (Houghton Park)
- 19 North Legion & Southside Greenspace
- 20 South Legion & Southside Greenspace

MAP 5 - COMMUNITY FACILITIES

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Legend

- Project Boundary
- Proposed Southtowns Connector
- Community Centers
- Parks
- Schools

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0 100 200 400 600 800 Feet

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is often impeded by gates and hampered by heavy vegetation. There are several grain elevators to the west along the Buffalo River that are eligible for listing on the National Register of Historic Places, but none of these facilities or any other historic structures are located within the study project.

The Elk Street Corridor Redevelopment Area is located within Buffalo Police Districts A1, A2 and A4. The Buffalo Police Department operates a community policing center in the area. The Buffalo Fire Department utilizes a fireboat to conduct regular ice breaking in the lower Buffalo River to prevent ice jams that result in flooding, erosion, and habitat destruction upstream.

D. Demographics/ Socio-Economic Conditions

The Elk Street Corridor Redevelopment Area is primarily industrial in nature, but it is also home to the Valley Neighborhood, a residential area located between Elk Street and the I-190, that was originally settled by workers from the many industries in the area. This neighborhood is part of Census Tract 4 in the City that includes all of the study area plus a small residential area to the west of the railroad, up to Smith Street. According to the 2000 U.S. Census, the population of this area in 2000 was 515 persons, a 15 percent decrease from the 1990 population of 603 persons. The median age in 2000 was 34.4 years.

The 2000 Census data show that there were 258 housing units in the study area. The area has a relatively high proportion of owner-occupancy for a city neighborhood, with 56 percent of the units owned by their occupants, compared to 43.5 percent citywide. Nearly 60 percent of the housing units are within duplex structures and about 10 percent within structures consisting of 3-4 units. The remaining 30 percent of units are single-family detached dwellings. The housing stock is old, with nearly 90 percent of the dwelling units built prior to 1939. Vacancy is an issue; there is an overall vacancy rate of 17 percent, with vacancy concentrated almost exclusively in rental properties. In 2000, the vacancy rate among single-family structures was 0 percent, while 37 percent of the housing units contained in the three- and four-family structures were unoccupied.

There are 208 residents from this area who were employed in 2000, a 22 percent increase over 1990 employment levels. The area also saw a 65 percent reduction in unemployment, with only 19 residents stating they were unemployed in 2000. The majority of residents from this area are employed in manufacturing or retail. The median household income in 2000 was \$22,039.

E. Market Analysis / Real Estate Overview

Due to the legacy of an older stock and the mix of residential, commercial, and industrial uses within the Elk Street Corridor Redevelopment Area, it can be expected that the degree and nature of redevelopment in the area will differ substantially from development and redevelopment efforts in other parts of the City (e.g., Buffalo Lakeside Commerce Park) and

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in suburban greenfield sites. Some of the factors influencing future market potential for the study area include:

- Existing land ownership patterns - there are relatively few large tracts held in single ownership (this is an advantage as there are responsible owners with the ability to remediate compromised properties, but a disadvantage as it creates limitations on acquisition, land assembly and control of future development by the public sector).
- The timing and extent of clean-up (i.e., to what standard) of hazardous waste and brownfield sites by responsible parties, such as Honeywell (for the Buffalo Color property) and ExxonMobil.
- The continued presence and protection of a number of economically viable industrial and commercial uses in the study area (e.g., salvage yards, a lumber company, Honeywell, Inc., PVS Chemicals, Buckeye Petroleum, etc.) that are not necessarily compatible with proposed new development.
- Existing and potential future conflicts between pockets of existing residential development interspersed with, and impacted by, the land use and transportation requirements of industrial and commercial end uses.
- Contention between the kinds of uses that might reasonably be attracted to the study area (given historic use and actual and/or perceived environmental conditions, including the issues surrounding dredging to cleanup the River) and visions for greater public access, use and enjoyment of the Buffalo River shoreline.
- A nearly non-existent inventory of reusable market-attractive industrial and commercial space.
- A potential need for additional infrastructure to support new development for some of the larger parcels south of Elk Street.
- The Southtowns Connector/ Buffalo Outer Harbor Project, which includes the construction of the Tiff Street Arterial. Among other access improvement issues, the phasing of the Tiff Street Arterial (relative to other portions of the Southtowns Connector Project) could significantly impact the timeframe for attracting new development to the Elk Street Corridor.
- A challenged local and national economy – in Upstate New York there continues to be a steady decline in manufacturing. Between 2000 and 2006, there was a net job loss of 20 percent. In 2007, there was a 37 percent decline in industrial demand for real estate in Erie County. Despite this, there still is a substantial base of industrial companies in the Buffalo region that are thriving and expanding.* Currently in Erie County, there is approximately 86 million square feet of occupied industrial facilities. A significant portion of this industrial base has exhibited an interest in moving from

* Durable goods manufacturing still accounts for \$3.1 billion in wages and salaries in the Buffalo metropolitan area (or 15.1% of all MSA wages and salaries in 2006) but significant declines could occur if there is a national recession this year

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suburban locations into newly remediated, incentive rich brownfield sites in the City of Buffalo. The Elk Street Corridor Redevelopment Area will draw primarily from this existing base.

Notwithstanding such challenges, over the long term (20 ± years), there could be opportunities for productive re-use, infill and public/private sector joint ventures within the Elk Street Corridor Redevelopment Area. At the same time, attention should be given to protecting viable commercial and industrial operations currently within the area. Though relatively small and sometimes marginal, these businesses provide job opportunities within the local economy that might be lost if such operations were forced out by regulatory actions or public acquisitions.

Given the current and expected future character of the study area, particularly the more industrialized area south of Elk Street, limited opportunity or demand for residential development is foreseen. Demand for office space is currently low and there are concerns about a national contraction in the financial services sector. Despite this fact, given access to highway and transit systems, along with the availability of large parcels, some opportunity for the attraction of large-scale, back office development is anticipated. The study area will likely attract truck terminals and related support facilities, light industry, warehousing and distribution operations. The potential also exists for the location of large wholesale/retail contracting supply operations (e.g., Home Depot, Lowes). Typical land requirements for these various uses are as follows:

<u>Type of Use</u>	<u>Typical Parcel Size</u>
Big Box retail (500 parking spaces, 135,000sf)	12-14 acres
Break Bulk Shipping Terminals (100 doors)	35-40 acres
Regional Carriers (LTL, 20 doors)	10-15 acres
Back Office Call Centers (800 car, 100,000sf)	8-10 acres
Distribution / Small Shippers (100,000sf)	8-10 acres
Regional light manufacturing (20-50,000sf)	2 - 5 acres

The Steelfields project is located just to the south of the Elk Street Corridor Redevelopment Area. This 182- acre property has been remediated and offers some unique parcels available for rail and water-dependent development. Additionally, there are several parcels of land available to accommodate water-dependent uses along the river to the west of the study area (downstream).

Within the study area, there is a concrete dock terminal located along the north shore of the Buffalo River, about 1,500 feet east of the South Park Avenue lift bridge, that was previously used by ExxonMobil to unload refined oil from approximately 40 to 50 barges each year. The terminal was closed when it was taken over by Buckeye Terminals, LLC. Buckeye Terminals does not use deeper draft waterborne-transportation for their operations and does not have plans to do so in the future; their oil shipments are received via an underground pipeline. There is little evidence of demand for a channel that can accommodate deep draft

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navigation by commercial and industrial users in the area. It is likely that any future shipping in this area of the Buffalo River would be by barge, which would not require a dredged channel or lift bridges over the River.

Greater detail about the office and industrial market in the Buffalo area is provided in an appendix to this summary.

F. Transportation

Several forms of transportation are available to the Elk Street Corridor Redevelopment Area, including highway, rail, barge, and pipeline. The area is bordered by the Niagara section of the New York State Thruway (I-190) to the north, which offers an eastbound off-ramp to Elk Street via Keating Street, a westbound on-ramp from Seneca Street, and a full interchange at Smith Street (see Map 6). The I-190 is a six-lane limited access expressway that handles about 80,000 vehicles per day through this particular section. The I-190 provides access to the I-90 to the east and to Downtown Buffalo, NYS Route 5 and the Peace Bridge to the west. Bailey Avenue (US 62), which borders the area to the east, is a four to five-lane principal arterial with a posted speed limit of 30 mph. This roadway handles about 19,000 vehicles per day. Bailey Avenue runs north to the Town of Amherst and south to South Park Avenue, which picks up the US 62 designation and runs south to Hamburg. South Park Avenue is a two-lane minor arterial with a posted speed limit of 30 mph that handles approximately 8,200 vehicles per day. South Park Avenue runs through the southwestern portion of the area, separating the peninsula from the remainder of the site, providing access to Downtown Buffalo to the west and to Hamburg to the south. Seneca Street (NYS Route 16) runs through the northeast portion of the area, intersecting with Bailey Avenue. Seneca Street is a two to four-lane principal arterial in this area, with a posted speed limit of 30mph; it handles about 16,000 vehicles per day. Seneca Street runs east to West Seneca and East Aurora and west to Downtown Buffalo. Elk Street bisects the area from east to west and is a two-lane collector street from Keating Avenue to South Park Avenue and a three-lane, one-way eastbound minor arterial from Keating Avenue to Bailey Avenue. West of Keating Avenue, Elk Street handles about 2,400 vehicles per day. On average, over 8,000 vehicles travel along Elk Street, between Keating Avenue and Bailey Avenue daily, due in large part to the presence of the I-190 exit in this vicinity.

In addition to Bailey Avenue, there are three north-south surface streets that cross under the I-190, providing access between the Elk Street Corridor Redevelopment Area and neighborhoods to the north. Peabody Street, near Honeywell, Inc., is the furthest



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west and runs between Elk Street and Seneca Street. Babcock Street essentially bisects the area, beginning south of Elk Street and extending north to Clinton Street and beyond. Bradford Street / Milton Street is the furthest east and extends from Elk Street to Seneca Street and beyond. All of these corridors are two lane roads.

The study area experiences a significant amount of truck traffic. In particular, heavy duty trucks travel to and from the Buckeye petroleum storage and distribution facility, PVS Chemicals, Inc., and other businesses in the area.

Sidewalks exist along all or portions of Elk Street, South Park Avenue, Bailey Avenue, and Babcock Street and along streets that contain residences. The connectivity of sidewalks is disrupted by vacant properties, debris, construction, and storage. The condition of existing sidewalks is poor.

There are several planned transportation projects in the area. Preliminary design and scoping work has begun on the reconstruction of the Bailey Avenue road bridges over Buffalo River and Cazenovia Creek. The Babcock Street/ Norfolk Southern Railroad Bridge is also proposed to be replaced. By far, the most significant proposed project is the potential construction of the Southtowns Connector/ Buffalo Outer Harbor Project. The New York State Department of Transportation's preferred alternative for this project includes the construction of the Tiffit Street Arterial. The Tiffit Street Arterial would be a new arterial road that will extend from I-190 near Seneca Street, southwest through the eastern portion of the Elk Street Corridor Redevelopment Area. Its alignment would approximately follow the abandoned railroad corridor. It would cross the Buffalo River west of Bailey Avenue with a low-level bridge, extend through the former Republic Steel site, then run south, paralleling the railroad corridor, and intersecting with Tiffit Street, just east of the railroad corridor. The Tiffit Street Arterial Project would require reconstruction of I-190 since this section of the Thruway is elevated and may result in the altering of the interchange ramp access at Elk Street, Seneca Street, and Bailey Avenue.

Public Transportation - The Niagara Frontier Transportation Authority (NFTA) operates Metro Bus routes on I-190, Bailey Avenue, Seneca Street, and South Park Avenue. The following bus routes provide service to the Elk Street area:

- Route #14 – Abbott, travels along South Park Avenue;
- Route #15 – Seneca, travels along Seneca Street;
- Route #16 – South Park, travels along South Park Avenue;
- Route #19 – Bailey, travels along Bailey Avenue;
- Route #101 – North/South, travels along South Park Avenue on school days only;
- Route #102 – Bailey, travels along Bailey Avenue and South Park Avenue (school days only);
- Route #104 – South-Central, travels along South Park Avenue on school days only;
- Route #111 – South-Michigan, travels along South Park Avenue on school days only;
- Route #113 – South-Clinton, travels along Bailey Avenue and Seneca Street (school days only); and
- Route #115 – South-Sycamore, travels along Seneca Street on school days only.

ELK STREET CORRIDOR REDEVELOPMENT PLAN

There are several express buses that travel through the study area along the I-190, but these routes do not provide access to the Elk Street area. These include commuter buses from Williamsville, Alden, East Aurora, Orchard Park and West Seneca traveling to downtown Buffalo.

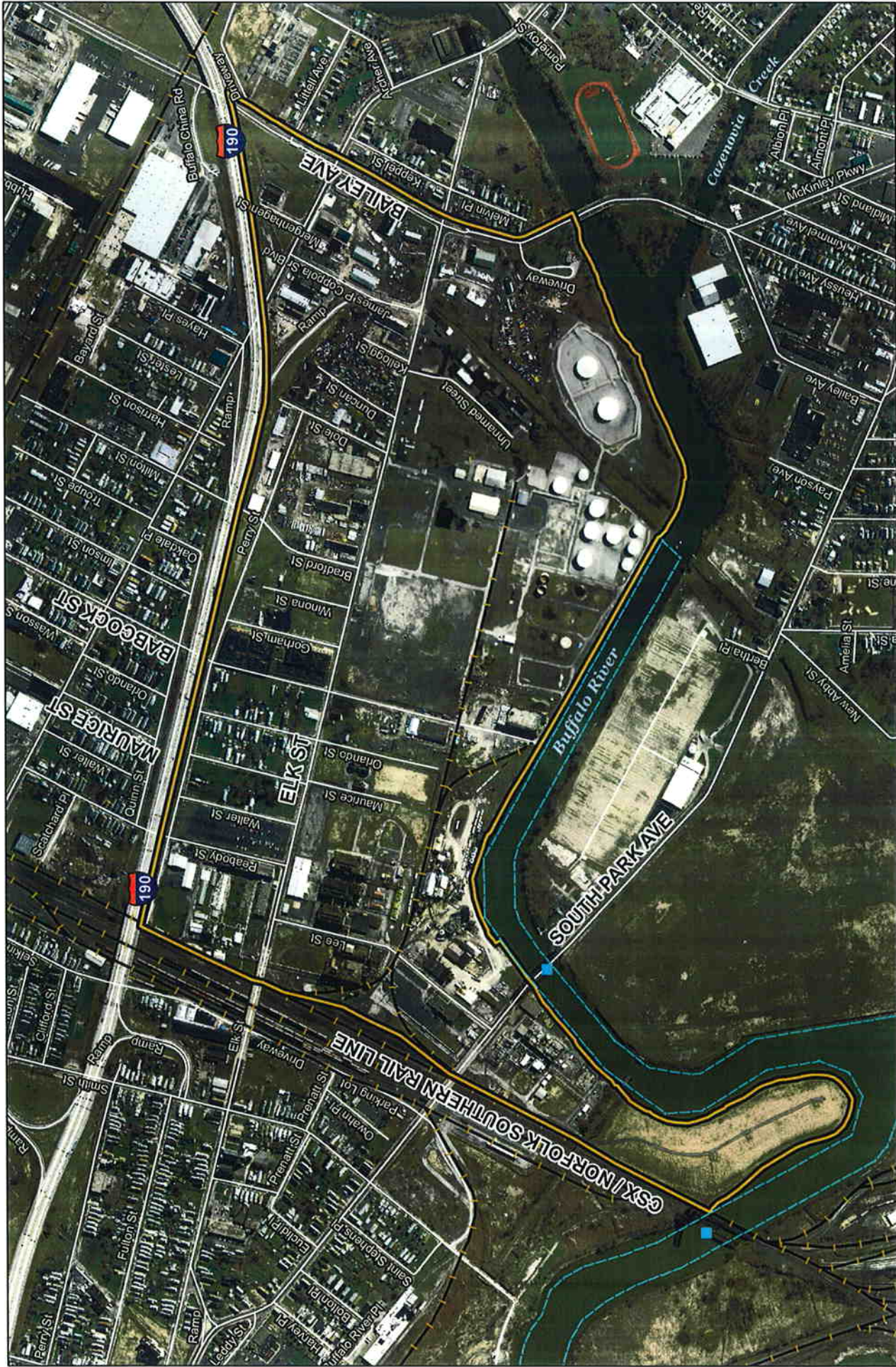
Rail Transportation - A major rail switching yard (Buffalo Creek Yard) for main line rail traffic, shared by CSX and Norfolk Southern, forms the western boundary of the Elk Street study area. This rail yard services a major rail corridor that crosses the Buffalo River by means of a single track lift bridge just west of the South Park Avenue. This lift bridge is known as the CP Draw. The CP Draw Bridge is owned by CSX Transportation, with trackage rights granted to Norfolk Southern (NS) and Amtrak. This rail line acts as the major railroad axis for both CSX and NS rail operation between the Northeast and the Midwest. The CP Draw Bridge is a major bottleneck for railroad transportation in the vicinity, as only a single train can utilize the bridge at one time, forcing other trains to idle until the bridge clears. To the south of the CP Draw, both CSX Transportation and Norfolk Southern operate several tracks that parallel Lake Erie and provide access to the South and Midwest United States. CSX also operates Seneca Intermodal Yard in South Buffalo.



Two short line railroads have trackage rights from CSX and Norfolk Southern and operate train switching operations at the Buffalo Creek Yard. The Southern Buffalo Railroad operates along 33 miles of track between the yard and Gowanda. The Buffalo & Pittsburgh Railroad operates trains between the yard and Pittsburgh.

North of the CP Draw, the Norfolk Southern rail service has a number of lines that branch off, with one major line that continues northeast to the Bison Intermodal Yard in Cheektowaga and another line that runs southeast paralleling NYS Route 400 through West Seneca. The CSX line continues further north and east to the Frontier Yard, between Walden Avenue and Broadway in Cheektowaga, just east of Harlem Road, and continues further east (paralleling Walden Avenue). There is also a CSX rail line that branches off and runs north towards the Kenmore Yard in Tonawanda, with a secondary line that extends across the International Bridge into Canada.

There is a railroad siding off the main line track that extends to the east into the study area, south of Elk Street, which provides rail access to PVS Chemicals, Inc. PVS uses this rail siding occasionally. This railroad bed extends east beyond the PVS Chemicals property, although the rails have been abandoned and improvements would be required to reinstitute rail operations in this area. There is another abandoned railroad line that bisects the eastern



MAP 6 - TRANSPORTATION

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 WD Project # 436201
 Map Created: June, 2008

Legend

- Project Boundary
- Navigation Channels
- Railroads
- Draw Bridge

0 100 200 400 600 Feet

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the abandoned Prenatt Street, the 72-inch line connects into a permitted combined sewer overflow (CSO). Flow from the CSO is directed to the previously mentioned interceptor along Orlando Street. During heavy rainfall events that produce high flow conditions, the CSO is relieved by a 6-foot by 6-foot concrete conduit that discharges directly to the Buffalo River. A flap gate on the outlet pipe prevents back flow or intrusion into the pipe from the river. This gate is located along the shoreline, at the southeastern corner of the PVS Chemical property (see Map 7).

According to representatives from the Buffalo Sewer Authority, according to their Long Term Control Plan, which was prepared in 2004, the Babcock Street CSO is the fifth most active in terms of annual overflow duration, with a total estimated annual discharge volume of 52 million gallons (F. DeMascio, BSA, October 9, 2008). This plan is being updated, and the BSA has agreed to undertake certain projects over a five-year period. However, there is no scheduled mitigation for the Babcock Street CSO. It was noted that because the points of origin for sanitary waste are upstream of the CSO relief conduit, discharges to the downstream portion of the system (below the conduit) will not adversely impact the system. In this regard, the CSO is not considered an impediment to future development in the study area and stormwater management facilities could be accommodated if designed properly.



Natural Gas – Natural Gas service is provided to the Elk Street Corridor Redevelopment Area by National Fuel Gas. The main feed for the study area is a 24-inch high pressure line that runs along Perry Street from the northwestern study area boundary, eastward to Dole Street, where it turns to the south. The line runs south along Dole Street to Elk Street, where it turns to the east and continues past Bailey Avenue. Additional smaller lines of differing pressure and material branch out from the main 24-inch line at various locations to service the residential streets and surrounding industries.

Electric – Electric service to the Elk Street Corridor Redevelopment Area is provided by National Grid. The utility company has a 115kV substation, Substation No. 51, which is located on the northwest corner of Elk Street and Dole Street. Power is distributed throughout the area primarily from Elk Street which has both overhead and underground distribution lines. The residential streets have mostly overhead service, while the remaining industrial areas have a mix of both overhead and underground lines. Connections to areas outside the study area occur at both ends of Elk Street and at Dole Street and Babcock Street, where lines extend to Seneca Street, north of the I-190.

Telephone and Data Communication – Telephone and data communication services are provided to the Elk Street Corridor Redevelopment Area by Verizon Communications, which has both overhead and underground lines in the area. The underground conduit is located along Bailey Avenue and Seneca Street on the east side of the study area; and along Peabody

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portion of the study area, running northeast-southwest. This is an abandoned right-of-way for the former Erie Lackawanna Railroad that is partially intact, although the bridge that extended across the Buffalo River has been removed. This rail corridor is mostly in private ownership, divided among several owners, and several adjacent businesses have expanded their operations into this abandoned corridor. This rail corridor is the proposed alignment for the Tiffit Street Arterial of the Southtowns Connector



project. There is also an abandoned railroad line that runs parallel to South Park Avenue, just south of the former Buffalo Color facilities, which had crossed the Buffalo River and extended into the former Republic Steel site. Although portions of the railroad bridge over the river remain, the majority of the track has been removed.

Navigation - The Buffalo River has a federally-designated navigation channel that extends east from Lake Erie to approximately 300 feet west of the former Erie Lackawanna Railroad Bridge (near the eastern study area boundary – see Map 6). This navigation channel is maintained by the U.S. Army Corps of Engineers, which dredges the channel to a depth of 23 feet near the mouth of the river and 19 feet further upstream. In the past, ExxonMobil had been responsible for dredging about a 30-foot wide portion of the river, between the navigation channel and their bulkhead, to ensure unobstructed access for their waterborne oil shipments.

As previously noted, waterborne shipments ceased in the vicinity of the study area approximately 10 years ago. Former industrial activity in the study area resulted in significant contamination of the bottom sediments in the Buffalo River, causing concerns associated with future dredging, including difficulty and costs associated with appropriate disposal of the spoils. Based on current uses and projected demand, a future demand for waterborne shipping is not anticipated in the vicinity of the project area that would require dredging to accommodate deeper draft vessels. Since ExxonMobil stopped receiving waterborne shipments of oil, navigational activity in this area of the River has been confined to barges, the City fire boat and recreational craft, which have shallow draft and do not require a dredged channel.



The City's policy, as articulated in the Local Waterfront Revitalization Program (LWRP),

ELK STREET CORRIDOR REDEVELOPMENT PLAN

is that active marine uses requiring water access for transshipment should be concentrated closer to Lake Erie, in the vicinity of Kelly Island, and that dredging to support commercial shipping further up river not be encouraged. Given the environmental concerns raised by dredging activity in the vicinity of the study area, the continuation of deeper draft navigation in the upper reaches of the Buffalo River is not recommended.

G. Utilities/ Infrastructure

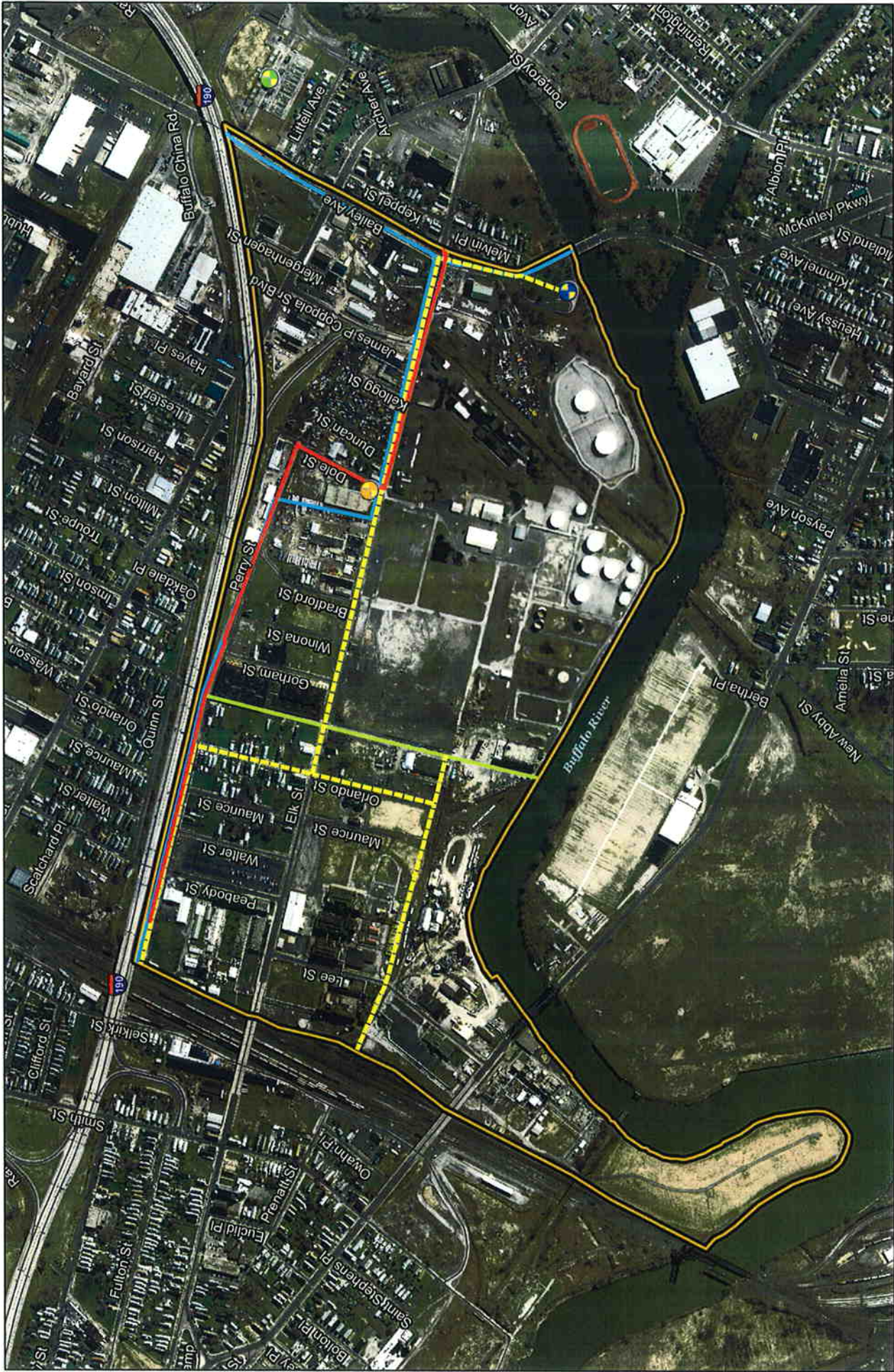
Public Water Supply – The City of Buffalo Water Department provides potable water service to the Elk Street Corridor Redevelopment Area. Both water transmission and distribution lines are found within this area. A 48-inch diameter transmission main runs along Perry Street from the northwestern boundary of the study area eastward, past Bradford Street, where it turns to the south along Southard Street (which is currently abandoned). The transmission line continues up to Elk Street, where it runs eastward to Bailey Avenue (see Map 7). At the intersection of Elk Street and Bailey Avenue, the 48-inch transmission line branches into a 48-inch line that extends along Bailey Avenue to the north, and a 36-inch line that extends along Bailey Avenue to the south, where it continues as a 36-inch line along Elk Street, east of Bailey Avenue.

The main distribution system feed for the area is a 10-inch line that runs along Elk Street. This line connects to a 16-inch main on South Park Avenue via parallel 12-inch and 24-inch lines along Lee Street. A 16-inch line also runs parallel to the 10-inch line along Elk Street, from Lee Street to Walter Street, where it then turns to the north. The 10-inch line on Elk Street line services the majority of the area, with mostly 8-inch and 6-inch laterals and loops down the surrounding side streets.

Sanitary and Storm Sewer Utilities – The Buffalo Sewer Authority (BSA) operates and maintains sanitary and storm sewer facilities within the City of Buffalo. The South Buffalo Pumping Station is located at the southeast corner of the study area (on the north side of the Buffalo River, just west of Bailey Avenue – see Map 7). This station pumps wastewater from areas in South Buffalo to large diameter interceptor pipes that are tributary to the City's South Interceptor. Flows from the south Interceptor are carried to BSA's Squaw Island wastewater treatment facility. The wastewater treatment plant currently has excess capacity to service the study area.

Wastewater enters a pump station, located at the southeast corner of the study area, from the south, through conduit situated beneath the Buffalo River. This flow is then pumped to a 9-foot diameter interceptor line that runs north to Elk Street, then west down Elk Street to Orlando Street. The wastewater then flows to the north, along Orlando Street, through an 11-foot diameter pipe to Perry Street, where it turns westerly and continues to the northwestern limits of the Elk Street Corridor Redevelopment Area and beyond.

Within the Elk Street Corridor Area, combined sewer flows are collected by a network of pipes ranging from 10-inches to 30-inches in diameter. This network directs flow to a 72-inch line that runs southerly along Babcock Street. At the intersection of Babcock Street and



MAP 7 - UTILITIES & INFRASTRUCTURE

		WD Project # 436201 Map Created: February, 2008	
Legend		Interceptors 	
Pump Station Switch Station 24" High Pressure Gas Main		Combined Sewer Trunk Line 48" Transmission Line	
Project Boundary Roads Substation 51			
<p>ELK STREET CORRIDOR REDEVELOPMENT PLAN</p>			

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ELK STREET CORRIDOR REDEVELOPMENT PLAN

Street, South Park Avenue and a small portion of Lee Street, on the west side. Overhead lines run along Elk Street and Perry Street and branch out to provide service to both the residential and industrial uses in the area.

Television and Data – Cable television and data communication services are available to the Elk Street Corridor Redevelopment Area by Time Warner Cable, formerly known as Adelphia Communications. Elk Street, Perry Street and the residential area between Peabody Street and Bradford Street are serviced by overhead lines and are connected to services north of the I-190 by underground conduit at the Milton Street and Babcock Street overpasses. Various other entities, including MCI and Adesta, have either their own fiber optic lines running along the I-190 right-of-way or share conduit duct banks with other utilities, such as National Grid.

Two entities have pipeline facilities within the eastern limits of the Elk Street Corridor Redevelopment Area: Buckeye Pipeline Co. (Exxon Mobil) and Enbridge Energy Partners, LLC.

- The Buckeye Pipeline comes from the east, crosses Bailey Avenue at the northeastern limits of the Elk Street Corridor Redevelopment Area and generally follows the abandoned Norfolk Southern Railroad line, crossing south of Elk Street to the Buckeye Terminals. This pipeline transports finished petroleum product to the Terminal for further vehicular distribution.
- The Enbridge Energy pipeline is a crude oil pipeline that is currently not in use in this area of Western New York. While potentially available for future use, the pipeline is currently capped and charged with an inert material to maintain its integrity. The pipeline also comes from the east but crosses the Buffalo River between Seneca Street and Bailey Avenue. After crossing the river, the pipeline generally follows the north bank of the river to the previously mentioned Buckeye Terminals.

H. Water Quality

The Buffalo River is classified as a Class C waterway by NYSDEC, meaning the River is best used for fishing and fish propagation. The Buffalo River watershed consists of about 440 square miles that drain areas extending to the southeast in Erie, Genesee, and Wyoming Counties and includes Cazenovia Creek, Cayuga Creek, and Buffalo Creek.

The Buffalo River has been classified by the U.S. Environmental Protection Agency as an Area of Concern (AOC) since 1987 based on impairments to water quality, fish and wildlife habitats, and recreational uses. Since this designation, the New York State Department of Environmental Conservation, in conjunction with the Buffalo Niagara Riverkeeper, has prepared several Remedial Action Plans for the Buffalo River, the most recent in 2005.

There are two primary sources of pollution for the Buffalo River: river bottom sediments and non-point source pollution. Sediment pollution is caused from disruption of the pollutants that are laid on the river bottom, particularly from dredging activities. The Buffalo

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Riverkeeper is coordinating a study of the feasibility of conducting environmental dredging of the Buffalo River to remove contaminated sediments to improve overall water quality and to restore fish and wildlife habitats.

Non-point source pollution consists of surface stormwater runoff from adjacent roadways, industrial sites, and from agricultural lands in the upper watershed of the River. This runoff can consist of oil toxins, sediments, organic compounds, and agricultural bi-products. Other major factors known to affect the water quality of the River are dissolved oxygen, turbidity, heavy metals, and bacteria resulting from both sediments along the bottom of the River and runoff from previous industrial sites. The New York State Department of Environmental Conservation permits two point source discharge facilities within the Redevelopment Area. P.V.S. Chemicals, Inc. is permitted to discharge water used for cooling purposes into the Buffalo River and the Buckeye Terminals, LLC (formally ExxonMobil) facility is permitted to discharge stormwater into the Buffalo River.

As discussed in Section G., other major sources of pollution to the river are combined sewer outfalls that carry raw sewage overflow directly into the River during periods of heavy rainfall. There are 33 combined sewer outfalls located along the Buffalo River, one of which is located along the shoreline of the study area, south of Babcock Street. Although the Buffalo Sewer Authority has an abatement plan for these outfalls, at present, there is no scheduled mitigation for particular location.

There are concrete and steel bulkheads located along both the north shore and south shore of the Buffalo River in the vicinity of the Elk Street Corridor Redevelopment Area that aid in reducing shoreline erosion.

I. Environmental Conditions

Only a very small portion of the Elk Street Corridor Redevelopment Area is within the 100-year floodplain. This floodplain is restricted to the extreme northern shoreline of the Buffalo River. There are no federal or state wetlands within the area.

Much of the study area has an extensive industrial history with uses that included petroleum refining, metal production, chemical manufacturing, and waste disposal. These types of industries have contributed to elevated concentrations of pollutants in the soil, groundwater, and river sediments.

A significant portion of the study area, primarily south of Elk Street, contains potential environmental hazards in the form of major oil storage facilities, chemical bulk storage facilities, hazardous waste sites (both active and inactive), and brownfields. Buckeye Terminal, LLC (formally Exxon Mobil) is an oil storage facility and P.V.S. Chemicals is classified as a chemical storage facility. Inactive hazardous waste sites include the Exxon Mobil facility, the former Allied Chemical site (Allied Chemical sold their property and the dye-making facilities to Buffalo Color Corp.) and Buffalo Color Area "D".

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The environmental status of the various properties within the Elk Street Corridor Redevelopment Area ranges from not yet investigated to remediated/undergoing long-term monitoring. Surface and subsurface soil contains organic and inorganic constituents of interest at concentrations above the restricted industrial soil cleanup objectives (SCOs). Some, but not all, of these areas of soil contamination have been remediated.

Shallow groundwater contains free-phase petroleum and other products in some areas of the corridor. Groundwater pumping systems are in place at some locations to remove the contaminated groundwater and to control groundwater discharge to the Buffalo River. A thick natural subsurface clay layer is reportedly present beneath the shallow aquifer. This clay layer is said to form an “aquitar” which creates an upward vertical gradient which naturally reduces the potential for migration of contamination from the shallow aquifer to the deeper, till/upper bedrock aquifer. Historical investigations have indicated that the natural clay layer lies directly on the bedrock surface, which appears to be nearly flat and up to 45 feet below ground surface (BGS) at the site. The clay layer is thickest in the northern areas of the site where not replaced by sediments from the Buffalo River or backfill. In these northern areas of the site, the clay is over 30 feet thick with the surface less than five feet BGS. At locations nearer to the Buffalo River, silt, sand, and gravel deposits have replaced much of the clay layer such that the surface of the clay layer is much deeper (over 30 feet deep) and the total thickness of the clay is much thinner. The presence of this clay layer may require special consideration, including project-specific geotechnical investigations, prior to design and construction of future on-site structures due to the potential for consolidation and the associated settlement issues.

Existing water quality data indicate that the deep aquifer groundwater quality does not require remediation within the corridor. Limited sampling of sub-slab soil vapor beneath buildings that exist in the study area indicates that low levels of volatile organic compounds (VOCs) are present.

Investigation and remediation of known significant environmental issues is in progress by various responsible parties, in cooperation with the NYSDEC. Not all of the study area has been fully characterized. The potential exists for the discovery of additional areas of contamination that may require investigation/remediation.

In the absence of the appropriate level of due diligence and subsequent investigation and remediation, as necessary, current and future occupants/users of the corridor may be at risk from exposure to potential contaminants in soil, shallow groundwater, and soil vapor. Future development within the Elk Street Corridor Redevelopment Area will require efforts to identify and mitigate potential health hazards and some areas may be subject to soil/fill management restrictions, residential use limitations, deed restrictions, and/or long-term monitoring requirements.



ELK STREET CORRIDOR REDEVELOPMENT PLAN

Property Conditions - The environmental conditions of the various properties within the Elk Street Corridor Redevelopment area were considered as part of the planning for future use and reuse of this area. An evaluation of current and historic environmental conditions was completed by reviewing available environmental reports and plans, as well as an examination of Sanborn fire insurance maps. In addition to providing information on building construction for fire insurance purposes, Sanborn maps are a useful tool in identifying past uses that may pose environmental risks to current and future site users. Sanborn maps often contain the names and types of historic businesses, from small corner gas stations to large industrial complexes. Sanborn maps were available and reviewed for years 1900, 1917, 1939, 1940, 1950, and 1986. These were obtained from Environmental Data Resources, Inc. (EDR) of Milford Connecticut. Map 8 provides a graphical presentation of property types based on known or potential environmental contamination for the various properties within the study area. Properties were categorized as one of four property types:

- Type 1 = No known or suspected environmental contamination present.
- Type 2 = Potentially impacted property, historic/current site use a potential source of environmental contamination, site not yet characterized.
- Type 3 = Known contaminated property, historic/current heavy industrial use, remediation and/or use restrictions required.
- Type 4 = Remediation complete, land use restrictions in place. (includes landfills, and areas with residual contamination)

Type 1:

No indication of significant environmental concerns was found for the portion of the Elk Street Corridor that lies between Elk Street and I-190. Records show that these properties were first developed as private residences and many remain in use for this purpose. Most of these properties are located on three blocks between Walter Street and Babcock Street. The block to the west, between Peabody and Walter Streets, was developed with residential uses as far back as 1900, but is now used for vehicle parking for the Honeywell plant. Another area of historic residential use is found between Winona and Dole Streets. This area contains a few potentially impacted properties (Type 2's), but most properties along these two streets were used only for residential purposes and still contain residential buildings or are now vacant lots.

Type 2:

The area between Bailey Avenue and Buckeye Terminals (formerly the ExxonMobil eastern tank yard and areas between Elk Street and the I-190) contain several potentially impacted properties. These properties had, or currently, contain operations that are known to be potential sources of environmental pollution. These include railroads, auto wrecking, gas stations/auto repair, heavy manufacturing, and oil products handling uses.

ELK STREET CORRIDOR REDEVELOPMENT PLAN

Type 3:

Known contamination is present on several properties between Elk Street and the Buffalo River. Many of these parcels are/were owned by Buffalo Color Corporation or ExxonMobil, and are well documented as containing contamination that requires remediation.

Type 4:

The southwestern most portion of the Elk Street Corridor is known as Area D of the former Buffalo Color site (Map 9). This area is bounded by the Buffalo River on three sides and is a capped landfill. This area is restricted from redevelopment with the possible exception of passive recreation uses, possibly promoting river access.

A summary of remedial actions completed and remedial options considered for the Type 3 properties is provided below:

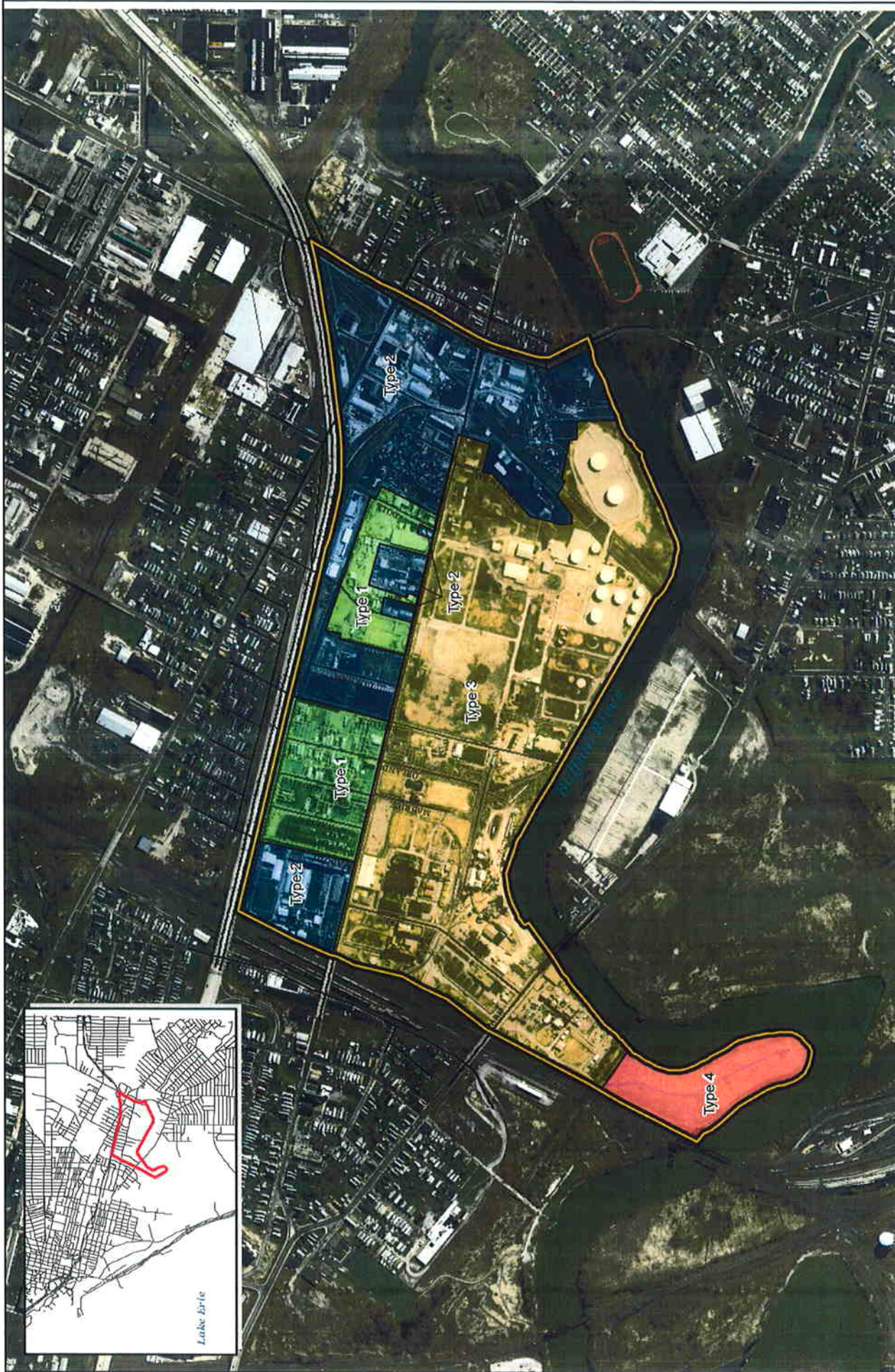
Buffalo Color Properties - Some remedial actions have been completed at the former Buffalo Color properties, including a removal action at the former wastewater lagoons in Area E, installation of a groundwater pumping system in Area A and remediation of the Area D peninsula (see Map 9). Potential additional remedial actions include remediation of areas of impacted surface and subsurface soil. Certain soil in Area E contains VOCs that may be impacting groundwater and may require evaluation for remedial action. Also, elevated concentrations of metals and Polycyclic Aromatic Hydrocarbons (PAHs)¹ are present in surface and subsurface soils throughout the properties. Protection from potential hazards associated with direct contact with these constituents could be mitigated by a cover system which could include paved surfaces, buildings, and clean soil cover along with implementation of soil/fill management practices.

Groundwater is not used on the Buffalo Color properties nor is it anticipated for use. Therefore, groundwater has been determined to not pose direct risks to human health. Contaminants are present in shallow groundwater at some on-site locations and could potentially be impacting the water quality of the Buffalo River. Remedial alternatives for these areas of contaminated shallow groundwater were evaluated as part of a Alternative Analysis completed for the Buffalo Color site.

Design of future on-site buildings should include considerations for mitigation of potential soil vapor intrusion. Also, long-term monitoring, environmental easements, and deed restrictions will likely be required as part of future remedial solutions.

Exxon-Mobil Properties - Free-phase petroleum product, mostly diesel fuel, is floating on the groundwater surface beneath much of the southern portion of the former/current Exxon Mobil property. The thickness of the free phase product was measured at over eight feet at some locations and the total volume was estimated at approximately 200,000 gallons.

¹ PAHs are a type of semi-volatile organic compound. They are ubiquitous in urban soils and are a by-product of anthropogenic combustion processes such as burning of coal, oil and gas. Some are carcinogenic.



MAP 8 - ENVIRONMENTAL CONDITIONS

	<p>WD Project # 436201 Map Created: March, 2008</p>
<p>Legend</p> <p>Project Boundary: Project Boundary</p> <p>Environmental Condition of Site Properties:</p> <ul style="list-style-type: none"> Type 1 - No known or suspected environmental contamination present. Type 2 - Potentially impacted site, historic/current site use, potential source of environmental contamination, site not yet characterized. Type 3 - Known contaminated site, historic/current heavy industrial use, remediation and/or use restrictions required. Type 4 - Remediation complete, land use restrictions in place (includes landfills and areas with residual contamination) <p><small>*The information in this document is based on data gathered from the following data sources and should not be used for design or construction. Data Sources: City of Buffalo, NYS GIS Center, Esri/ArcGIS.</small></p>	
<p>ELK STREET CORRIDOR REDEVELOPMENT PLAN</p>	



MAP 9 - BUFFALO COLOR PROPERTIES

WENDEL DUCHSCHERER
 CONSULTANTS & ENGINEERS

WD Project # 436201
 Map Created: October, 2008



Legend

- Project Boundary
- Area A
- Area B
- Area C
- Area D
- Area E
- Roads

**ELK STREET CORRIDOR
 REDEVELOPMENT
 PLAN**

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ELK STREET CORRIDOR REDEVELOPMENT PLAN

To address this issue, free product recovery wells have been installed and a linear arrangement of 123 well points are being pumped to remove contamination. Groundwater and free-phase product is pumped from wells and well points to remove the product and prevent groundwater from discharging to the nearby Buffalo River. These systems, as well as an on-site storm water collection system, discharge to an on-site water treatment system which discharges treated water to the Buffalo Sewer Authority sewer system. Because of the level of contamination, complete removal of petroleum product was determined to be unlikely. However, continued and additional remedial actions are planned in an effort to reduce the amount of contamination and to minimize impacts to human health and the environment. The remedial actions that are planned and/or under consideration at the Exxon Mobil properties include the following, by media:

Groundwater:

- Continued removal of free-phase product and contamination from the groundwater,
- Interim remedial measures including treatment using chemical oxidation
- Containment,
- Continued controlled pumping of the groundwater to prevent discharge of contaminated groundwater to the Buffalo River,
- Deed restrictions preventing the use of on-site groundwater,
- Implementation of safety protocols for use during excavation work, and
- Long term groundwater monitoring.

Surface and subsurface soil:

- Removal of contaminated soil that is impacting groundwater;
- Installation of a cover system of pavement, buildings, clean soil, or cap;
- Implementation of a Site Management Plan with soil/fill management and annual certification requirements; and
- Institutional and engineering controls.

Indoor Air:

- Engineering controls on new buildings, e.g. vapor barriers, vapor collection/ mitigation systems, and
- Routine air monitoring.

Surface water and sediment of the Buffalo River:

- Fortification of the northern bank of the river, and
- Continued management of site storm water.

J. Existing Reports/ Documents/ Plans

There are several reports, documents and plans that are under way, or have been completed, that address the Elk Street Corridor Redevelopment Area that were referenced in this background report. These documents were reviewed to ensure that the goals and policies developed in those studies were consistent with this effort, and include the:

- City of Buffalo Comprehensive Plan

ELK STREET CORRIDOR REDEVELOPMENT PLAN

- Draft City of Buffalo Local Waterfront Revitalization Plan (LWRP)
- South Buffalo Redevelopment Plan
- Buffalo River Remedial Action Plan (RAP)
- Feasibility Study for Dredging Alternatives Along the Buffalo River
- Revised Conceptual Site Plan for ExxonMobil former Buffalo Terminal
- Buffalo River Greenway Implementation Plan
- Remedial Action Plans
- Southtowns Connector study

The redevelopment proposals that have been developed under this study were designed to complement the intent of these various planning efforts. Generally, these existing reports promote sensitive redevelopment of the study area in a manner that respects the environmental value of the Buffalo River and recognizes the environmental concerns associated with the former industrial of these lands. At the same time, there is support for the redevelopment of active, vital uses in this area that would contribute to the economic base and prosperity of the City. Some of the concepts and recommendations set forth in these planning documents include the following (more complete summaries of the more pertinent studies are included in an appendix):

- ***Down-zoning:*** Current zoning for the area provides for heavy industrial use. Both the City's Comprehensive Plan and the draft LWRP support changes to zoning to promote less intensive land uses, transitioning from the heavy industrial use of the past to a mix of light industrial and commercial uses that operate cleaner.
- ***Environmental remediation:*** Many of the documents directly address issues of remediation; all support the clean up of contaminated lands. In addition to the specific remedial action plans required under DEC supervision, environmental remediation recommendations also include habitat restoration and increased naturalization of the shoreline, where feasible.
- ***Increased Public Access:*** Increased public access to the waterfront is supported in the draft LWRP, the South Buffalo Redevelopment Plan and the Buffalo Greenway Implementation Plan. Specific recommendations include promoting a multi-use trail system, fishing docks and open lands along the Buffalo River. The extent of access that is feasible varies by location, depending upon the nature of existing uses, but improving visual and physical access to the Buffalo River is seen as a public benefit. Increased public access can also be seen in recommendations for better pedestrian and transit access, and improvements to the area's transportation system.
- ***Economic Revitalization:*** This area of the City has traditionally had a strong focus on economic development and jobs. While the focus is no longer on heavy industry, there is support for revitalization that results in increased employment and tax base.
- ***Emphasis on the River as an Amenity:*** Traditionally, the Buffalo River was seen as a means of waterborne transport, source for cooling waters or other operational uses. Increasingly, however, the reports point to addressing a range of environmental health

ELK STREET CORRIDOR REDEVELOPMENT PLAN

issues and the importance of the Buffalo River as an amenity that improves quality of life. The goals of environmental protection and economic development are seen as mutually supportive.

Section 4 - REDEVELOPMENT SCENARIOS

Based on the analysis of the Elk Street Corridor Redevelopment area, three conceptual redevelopment scenarios were prepared for the study area. The analysis factored in market opportunities, the location, presence and capacity of infrastructure and utilities, highway and rail access, environmental conditions, existing land uses, land availability and other relevant factors.

In terms of transportation, the site has excellent access to the interstate roadway system. Many businesses consider highway access a major factor in site selection, which represents a significant opportunity for the area. The study area also has rail access and rail spurs could be extended into certain locations for uses with the need for or that could benefit from direct rail service. The study area is too small for redevelopment as a full-scale “freight village”, accommodating full multi-modal (rail to truck) facilities, but it could accommodate smaller rail-dependent facilities. The proposed Tiftt Street Arterial connection to the Southtowns Connector will further increase highway accessibility of the area. All scenarios presume that the proposed alignment of this arterial will be built along the abandoned rail corridor on the eastern portion of the study area. To maximize development potential in the Elk Street corridor area, the construction of at-grade intersections with Elk Street and Seneca Street along this arterial, and limited access to adjacent properties, is strongly recommended.

With respect to market demand, the market research indicates that there is no demand for a deep draft navigation channel this far up the Buffalo River channel. Accordingly, none of the scenarios provide for docking or uses dependent upon water-based shipping/transshipment that relies on lake freighter and other deep-draft vessels. The presence of the docking facilities along the shoreline of the Buckeye Terminal is recognized, and the potential use of the river for product shipments that are delivered by barge or other similar shallow draft vessels is not precluded from consideration. However, it was determined that the river is more valuable as a recreational and natural amenity, so emphasis should be placed on this.

The City’s Buffalo River Open Space Corridor regulations provide for exceptions to the setback where uses are water-dependent, water-enhanced or where hardship occurs, and the setback applies only to new development, but the naturalization of the river is seen as a benefit for the neighborhood and the study area. All scenarios, therefore, promote the establishment of a minimum 100-foot buffer where feasible, in keeping with the City’s regulations. Recognizing that it is not feasible to provide the full 100-foot setback on certain developed parcels, the natural shoreline should be re-established where possible. This buffer helps restore the ecological balance of the river, improves environmental conditions, enhances the visual appearance of the area and supports recreational usage of the river.

ELK STREET CORRIDOR REDEVELOPMENT PLAN

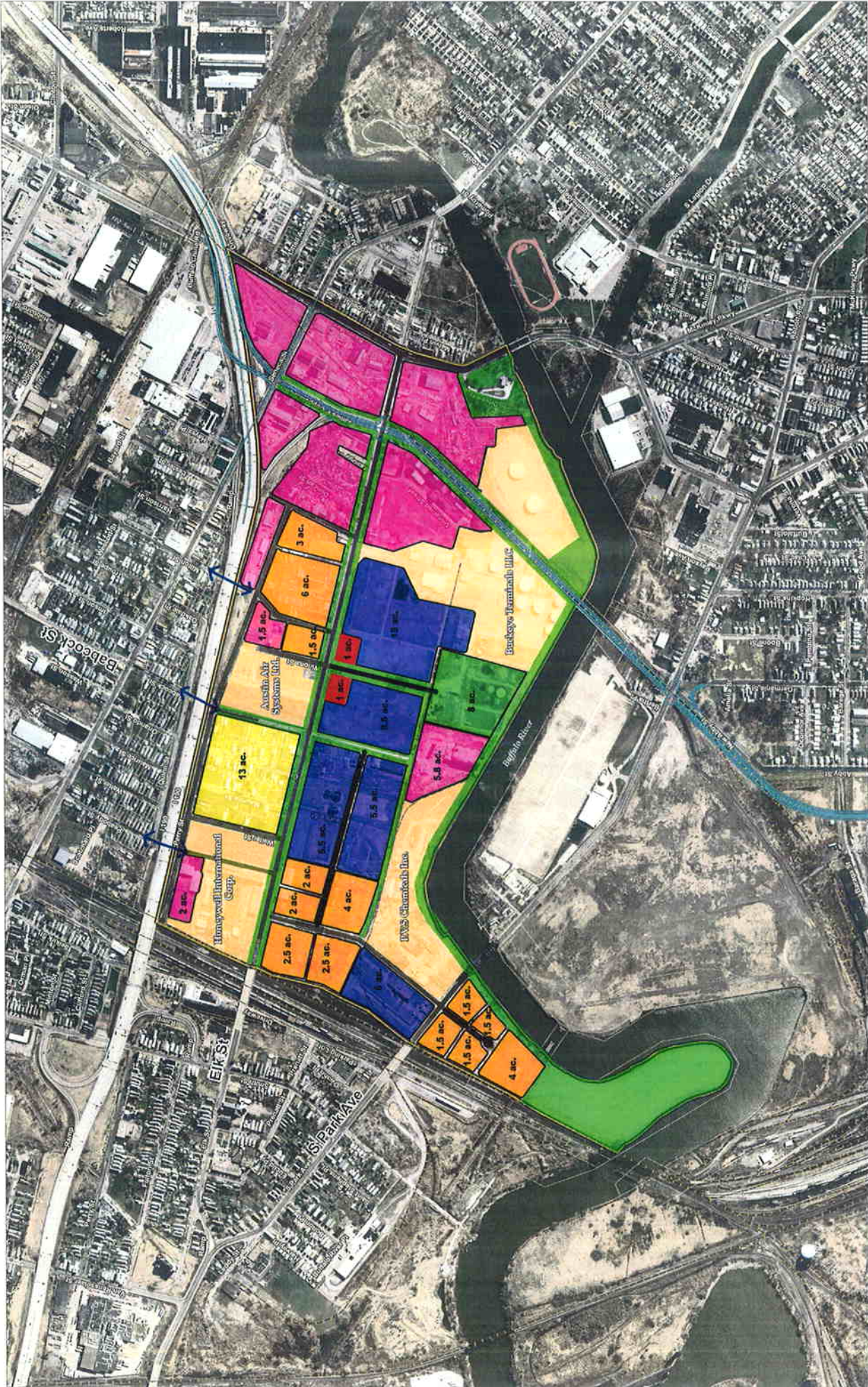
Given the industrial nature of much of the area, public access to the Buffalo River is proposed in designated areas only. For example, security and safety concerns preclude trails along the northern shoreline in front of PVS, Inc. Public access is proposed at the former Buffalo Color site, known as “Area D” or Red Jacket peninsula in the southwest portion of the study area, including shoreline walking trails. It is recommended that improvements be made to the designated canoe launch site on the Buffalo Sewer Authority Pump Station, at the eastern edge of the project area, to make the launch more accessible and user-friendly. Additional greenspace is proposed in each of the scenarios, as described below.

The analysis of environmental conditions indicates that nearly all the lands south of Elk Street have known contamination. The residential neighborhood between Peabody Street and Babcock Street and an irregularly shaped area between Winona Street and Dole Street are the only areas with no known or suspected contaminants. Other areas within the study area have not been characterized, but are likely to have some type of environmental concerns. Based on the assessment of environmental conditions, no residential development is recommended south of Elk Street.

To improve the visual character of the area, streetscape improvements are recommended for Elk Street and for Babcock Street, including the length of Babcock Street south of Elk Street that is not currently an official right-of-way (see discussion on transportation improvements, below). These two roadways form an axis through the study area, with Elk Street as the primary travel corridor. It is recommended that Babcock Street be redeveloped as a more formalized boulevard that can provide direct access to the waterfront for area residents and workers. Establishing two-way traffic along the length of Elk Street, including the section from the I-190 ramp to Bailey Avenue that is currently one-way, is also recommended.

The market analysis indicated that uses with the greatest market potential for the study area include back office, light manufacturing, shipping and distribution, commercial and retail, and mixed use. The ECIDA Workforce Study confirmed demand for back-office uses. Buffalo has an educated workforce, and the Elk Street area has good access, including public transportation, which is desirable for these types of uses. Small shippers are likely to need sites in the 10 to 15 acre range, while large distribution centers would require 30 to 40 acres. Back office uses, due to the high ratio of parking needed, require similarly sized parcels. Typical light industrial users require small sites of one to five acres, depending on the nature of the business. The Elk Street corridor area can accommodate these various needs.

Redevelopment of the Elk Street corridor area will bring new businesses to the area, but there are also several stable, existing businesses in the area that should be supported. Four of these businesses had significant capital investment (e.g. pipelines, rail spurs, etc.) and/or the need for a waterfront location: Honeywell, Inc., PVS Chemicals, Inc., Buckeye Terminals, LLC and Austin Air Systems, Ltd. It would be difficult or impossible to relocate these businesses to alternate sites, and all scenarios were premised on the assumption that these four “anchor” businesses would remain in place. While there are other active businesses in the area with no immediate plans to relocate, in most cases, these businesses are not site specific and have more flexibility with regard to their location. None of the scenarios mandate relocation of specific businesses, and redevelopment will occur gradually, based on market forces. As new uses are developed and



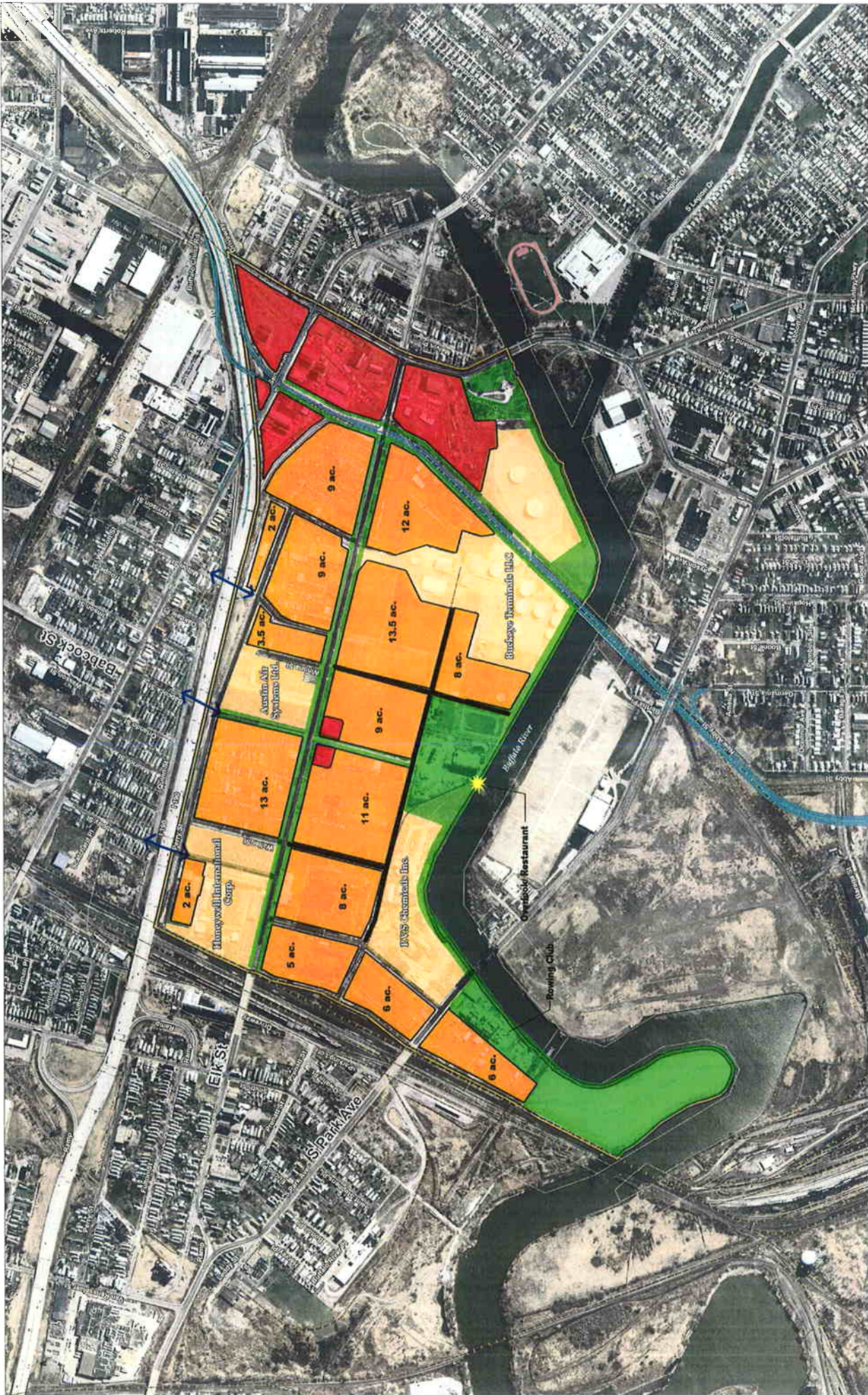
ELK STREET CORRIDOR REDEVELOPMENT PLAN

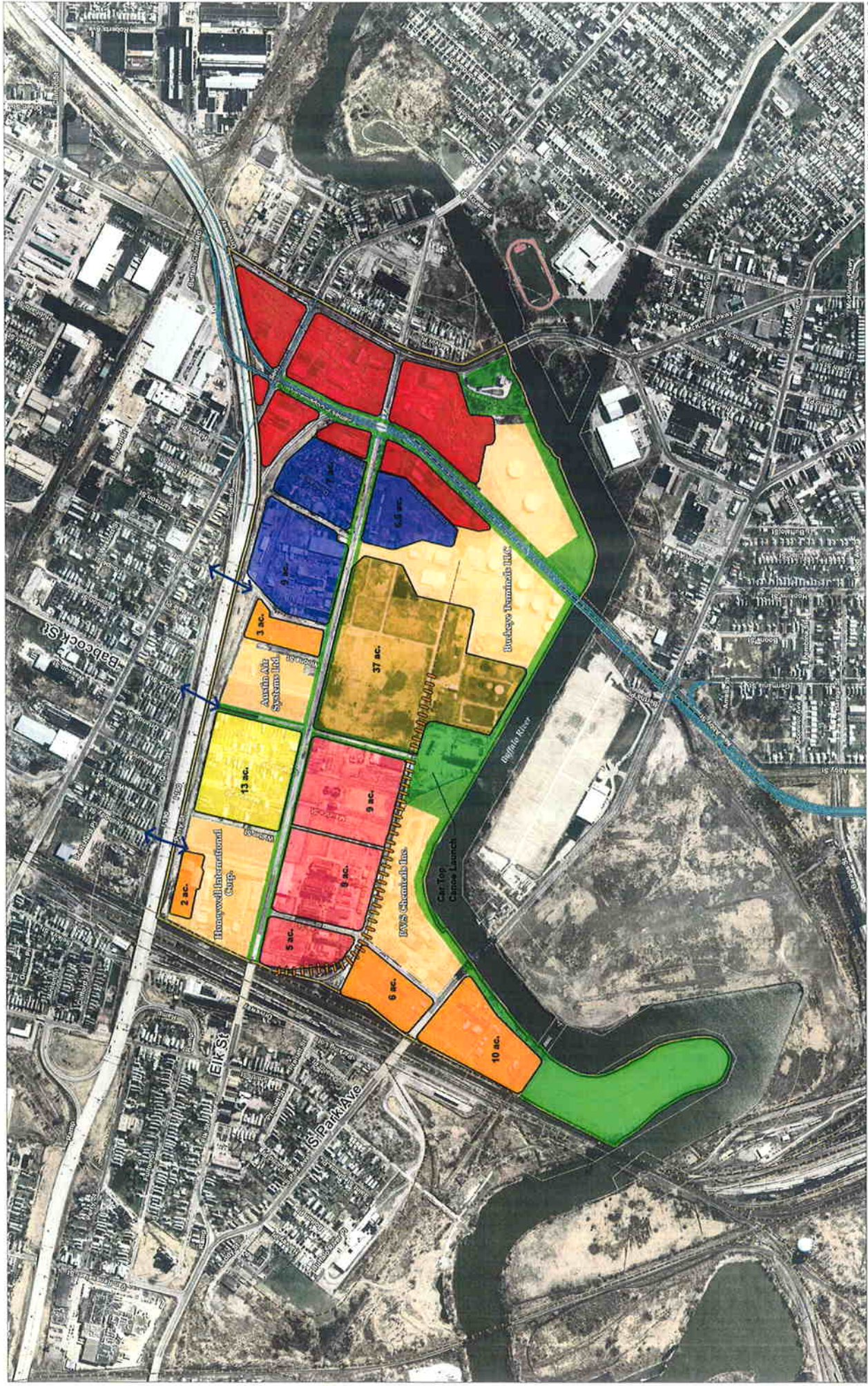
Project Boundary
 Parcel (2007)
 Roads
 Railroads
 Anchor Business
 Proposed Southtown Connector

Scheme A - Infill

Commercial Infill
 Residential
 Retail
 Back Office
 Light Industrial

Green Space
 MAP 10 - REDEVELOPMENT CONCEPT - SCHEME A
 N
 0 100 200 Feet
 0 100 200 Meters





ELK STREET CORRIDOR REDEVELOPMENT PLAN

Project Boundary (Pink outline)
 Roads (Blue lines)
 Railroads (Black lines)

Anchor Business (Yellow circle)
 Proposed Southtowns Connector (Blue line)

Scheme C- Transportation Village

Small Shipper (Pink square)
 Distribution Center (Blue square)
 Back Office (Dark Blue square)
 Light Industrial (Yellow square)
 Commercial (Red square)
 Retail (Green square)
 Green Space (Light Green square)

Map # 12 - METROPOLITAN CONNECTOR - SCHEMATIC

ELK STREET CORRIDOR REDEVELOPMENT PLAN

land values increase, it is assumed that certain existing businesses, such as the automobile salvage yard, will transition to higher-value uses. In other cases, active businesses may choose to relocate to other sites within the project area. There is sufficient vacant area available within the project area to enable redevelopment to proceed without forced displacement.

In consideration of the above factors, three redevelopment scenarios were developed. These schemes are discussed as follows.

Scheme A: "Infill"

The first scenario is based on the premise that redevelopment of the study area should seek to avoid disturbing existing, viable businesses as much as possible (Map 10). Areas depicted in purple on the map are proposed for "commercial infill." Existing businesses would remain in place, and new businesses would fill-in on available vacant lands within this area. New development in the form of back office uses are proposed for the larger parcels of currently vacant land south of Elk Street, as well as office uses in the existing office building on Lee Street. One Babcock remains at the foot of Babcock Street. To provide for riverfront access, a new street is proposed east of Babcock Street. Two small retail sites (approximately one acre each) are shown at the intersection of this new roadway and Elk Street. These two sites would most likely be small restaurants or support retail for the employment base in the new back office development. Additional new access roads are provided parallel with Elk Street, along the paper street (Prenatt Street), and as an extension of Lee Street, to provide access to Buffalo Color lands south of South Park Avenue.

The residential area north of Elk Street between Peabody Street and Babcock Street would be rezoned to allow residential infill, while other scattered residential parcels would transition to non-residential use. Other lands in the project area would be subdivided into small-scale light industrial uses, which would be compatible with existing uses in the area.

Scheme B: Commercial/Industrial Park

The City has experienced relatively strong demand for light industrial space at the Buffalo Lakefront Commerce Park. Once remediation has occurred in the Elk Street corridor study area, this area will potentially offer similar characteristics in terms of amenities and site access. Therefore, the second scenario takes a slightly more aggressive approach to redevelopment by breaking the study area into 13 discrete light-industrial development parcels that range in size from approximately four acres to 13.5 acres (Map 11). Under this scenario, One Babcock is relocated to an alternate site and the foot of Babcock Street is redeveloped as public space to provide access to the River. The intention of this greenspace area is partly to increase public parkland and public access in an area where it has not existed in the past, and partly to establish an amenity for the industrial park (to benefit property owners and employees). Lands on the eastern portion of the study area, along Bailey Avenue and the proposed Tiff Street Arterial, are allocated for commercial and retail development. Under this scenario, all residential uses north of Elk Street would be transitioned to non-residential use. New access roads are shown along the paper street (Prenatt Street) and as extensions of Walter Street and Winona Streets, south of Elk Street.

ELK STREET CORRIDOR REDEVELOPMENT PLAN

Scheme C: "Transportation Village"

The third scenario is intended to take maximum advantage of the multi-modal opportunities of the Elk Street study area. While not a full-scale freight village, this scenario includes opportunities for rail-based sites (Map 12). A 37-acre site south of Elk Street and east of Babcock Street is designated for a large-scale distribution center. A rail siding is shown along the paper street (Prenatt Street), extending into the site. Three smaller rail sites are provided west of Babcock Street, along the rail spur. Riverfront access is provided at the foot of Babcock Street, but the site is not as large as shown in Scheme B. Given the strong evidence of demand, back office development is accommodated on lands north of Elk Street, east of Bradford Street, and on a parcel east of the Buckeye Terminals, although significant relocation of existing businesses would need to occur first. Lands along the Tiffit Street Arterial are designated for commercial/retail on the presumption that access to the Arterial from adjacent uses would be accommodated. Remaining lands are designated for light industrial infill. One new roadway is depicted, west of the existing Maurice Street (which is abandoned), so that the two new rail-oriented parcels are similarly sized, although use of Maurice Street would be feasible.

Section 5 - PREFERRED ALTERNATIVE

The redevelopment scenarios were presented to stakeholders at a meeting held at the Valley Community Center. A range of interested parties, including business owners, land owners, residents, government representatives, interest groups and others were specifically invited to participate. In addition, notices of the meeting were sent to the general public. Significant discussion was raised on each of the concepts that were used to refine the initial redevelopment concepts into a final preferred redevelopment alternative.

Based on input from the Steering Committee, stakeholders and the general public, the preferred alternative incorporates elements of each of the draft redevelopment scenarios, as well as some other refinements. For example, based on comments from local residents, environmental interests and economic developers, the amount of green space was increased. The final preferred alternative is shown on Map 13 and a brief description of key features follows.

The preferred alternative establishes Elk Street and Babcock Street as primary crossroads in the study area. Both streets would receive strong streetscaping treatment, with trees and decorative landscaping, curbs and other aesthetic improvements to transform these roadways into attractive, tree-lined boulevards. Streetscape improvements are also recommended for other major roadways that extend through the area, such as Lee Street, Bailey Avenue and others.

The preferred design presumes that Babcock Street is formalized as a roadway, particularly south of Elk Street, where the road currently operates as more of a driveway than a thoroughfare. Part of the public right-of-way for Babcock Street south of Elk Street has actually been privatized. Public re-acquisition of this right-of-way will be needed, but the benefits merit the investment. Reestablishing Babcock Street helps create a strong axis for the area, and opens up the large tracts of vacant land south of Elk Street for redevelopment. It also vastly creates/improves access to the Buffalo River, both physically and visually, for both the business community within

ELK STREET CORRIDOR REDEVELOPMENT PLAN

the redevelopment area and for the public in the surrounding neighborhoods. Riverfront access and public open space helps to improve the marketability of lands for redevelopment, as has been experienced at other office park developments such as Buffalo Lakeside Commerce Park in the City of Buffalo and Riverview Commons in the Town of Tonawanda.

A waterfront park is provided at the foot of Babcock Street. In line with Babcock Street, a pedestrian bridge would provide public access across the Buffalo River to the area of the City immediately south of this site (Map 13). This amenity improves physical and visual access to the river. It also helps facilitate a connection across the river, including pedestrian access from South Buffalo into the Elk Street area. The future development of this bridge must be coordinated with the planning efforts for the South Buffalo Brownfield Opportunity project. Furthermore, the ultimate ownership of this parkland must be determined to ensure proper and long-term maintenance and protection of the area (i.e. – a land trust or third-party entity).

Public open space along the river is also provided at the far eastern and western edges of the designated study area - - around the perimeter of the Buffalo Sewer Authority lands on Bailey Avenue and on the remediated lands of the Red Jacket peninsula, also known as Area D, south of South Park Avenue. In addition, a strong trail connection should be established between the Red Jacket peninsula and the Smith Street parkland and habitat restoration area to the west. This action is complicated by the existing CSX rail crossing and an acceptable connection must be negotiated to ensure adequate protection for trails users and the railroad. Any use of the Red Jacket peninsula for public open space must respect the constraints presented by the accepted remediation/closure plan. While limited revegetation of the area can be feasible, it must be carefully engineered to avoid permeating the lining. (An Opinion of Probable Construction Costs for the public improvements, including the park areas, right-of-way reconstruction and the pedestrian bridge can be found in Attachment C.)

Immediately to the east of the proposed waterfront park is additional open space. This open space would be restricted and designated for stormwater retention, remediation facilities for the former ExxonMobil Oil properties and ecological restoration. Trails are provided along the perimeter of this open space but it would not be public park and would not be open to the public. Buffer areas are provided between proposed new development areas and the heavier industrial uses that will remain in place (PVS Chemicals and Buckeye Terminals). Conceptually, trails are shown through the waterfront park at Babcock and these buffer areas, and extending to the other public open space areas along the river, as noted above.

One new public roadway would be established, running along the northern edge of the proposed waterfront park east, and then turning north to intersect with Elk Street. This L-shaped roadway subdivides the large parcels south of Elk Street to facilitate redevelopment and provides secondary access to the park.

The preferred alternative design presumes, as noted in the initial concepts, that the Tiff Street arterial will be constructed to traverse through the eastern edge of the study area, to link Tiff Street to the I-190. Although final design has not been completed for this new roadway, it is recommended that it be constructed to allow access to adjacent lands within the study area,

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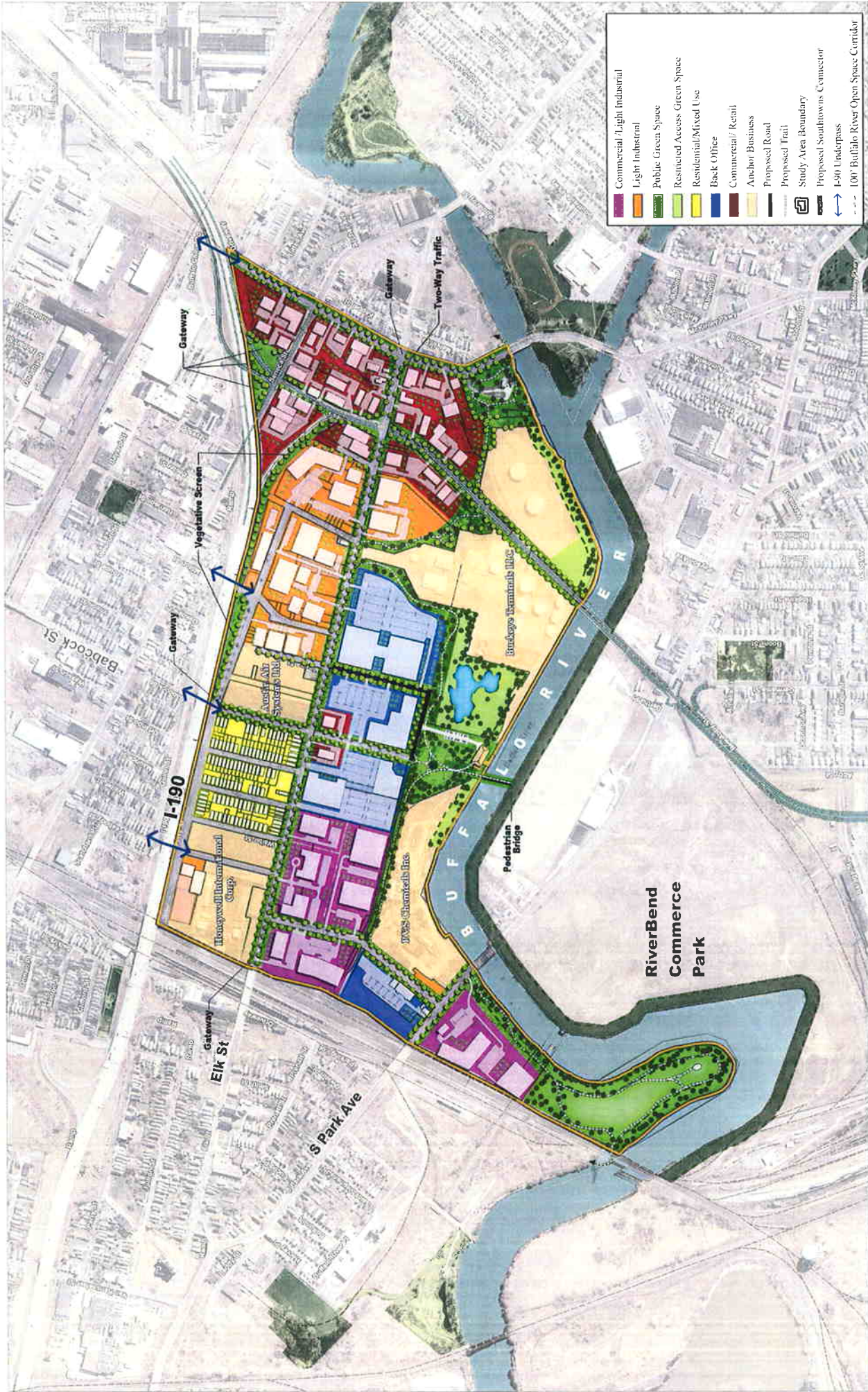
through the development of curb cuts and at-grade intersections. The interchange where the new arterial will connect to the I-190 is shown in the concept plan as a gateway, and landscaping treatments and signage are recommended at Seneca Street, in this vicinity, to help establish a tone for the Elk Street area. Other gateways are indicated on Elk Street at either edge of the project area: at the bridge over the railway to the west and at Bailey Avenue on the east. A vegetative screen along the I-190 is also shown, to buffer views of visually intrusive uses (existing scrap yards, etc.) from the highway. To the extent that redevelopment results in less visually intrusive uses, this buffer can transition to an extension of the gateway landscaping, particularly if the new uses are such that visibility from the interstate is desirable.

One additional transportation improvement that is seen as important for redevelopment efforts is for Elk Street. Elk Street currently operates as a one-way street at the eastern edge of the project area, just west of Bailey Avenue. This stretch of one-way access negatively impacts accessibility to businesses in the area, as traffic off the I-190 that exits at Bailey Avenue cannot travel west on Elk Street. This results in the need for circuitous routes that can be confusing and add travel time and distance. Studies should be undertaken to determine the feasibility of opening Elk Street to two-way traffic along the entire length of the street within the study area.

In terms of proposed redevelopment uses, the lands south of Elk Street are envisioned over the long term to be used for a mix of commercial and light industrial uses, along with the continuing operation of the anchor uses (PVS Chemicals and the Buckeye Terminal). It is the City's desire to move this area away from its heavier industrial heritage and provide for a diversity of cleaner uses in the future. It is recommended that lands within the Elk Street corridor be remediated to commercial standards as defined under the DEC's General Remedial Program Requirements. This designation, while requiring a higher level of remediation, provides the City with the greatest flexibility for future land uses within the study area.

Lands remediated to "Commercial use" standards have a wider range of potential end uses. The regulations define commercial use as buying, selling or trading of merchandise or services. Passive recreation, where there is limited potential for soil contact, is also allowed. Lands designated for "Industrial use" under the remediation program, on the other hand, are restricted to manufacturing, production, fabrication or assembly purposes only. Cleanup to industrial standards would preclude office, retail or recreational uses in the study area. Remediation to commercial standards will enable the City to attract a wider range of potential uses and target a variety of markets. The proposed land uses shown on the Preferred Alternative map are premised on the assumption that the area will be remediated to commercial standards. Cleanup to commercial standards does not preclude the presence of industrial uses, and it will enable the public use and access to amenities that can help improve the overall marketability of the area.

There was strong enthusiasm from the public and from economic development officials for the concept of back office development, which was further supported by the market indicators. Three parcels for back office use are shown at the core of the Elk Street redevelopment area, centered on the intersection of Elk Street and Babcock Street. All three parcels have frontage on the south side of Elk Street. Each parcel also has frontage on either Babcock Street and/or the proposed new roadway. These parcels are approximately six to ten acres in size, and have



- Commercial/Light Industrial
- Light Industrial
- Public Green Space
- Restricted Access Green Space
- Residential/Mixed Use
- Back Office
- Commercial/Retail
- Anchor Business
- Proposed Road
- Proposed Trail
- Study Area Boundary
- Proposed Southtowns Connector
- I-190 Underpass
- 100' Buffalo River Open Space Corridor

PREFERRED REDEVELOPMENT SCENARIO

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adequate room for new back office buildings and the required parking for employees. The existing office building on Lee Street is also shown as back office use to indicate and support its continued use as office space.

To complement the proposed back office uses and the public parkland at the waterfront, a small area of support retail is shown at the intersection of Elk Street and Babcock Street. This is anticipated to be convenience type retail/ restaurant uses for the employees of study area businesses and also for the public that will utilize the proposed park and water access. Although not specifically shown on the Preferred Alternative map, the potential exists for some retail use to extend further south along Babcock, but it is not anticipated that full scale commercial use could be supported in this area. Additional retail uses along Babcock could include small shops or restaurants that could be supported by daytime patrons and park users (such as bike or canoe rental establishments, small eateries, etc.). However, the presence of additional retail development along Babcock must be balanced with the need to meet the space requirements for back office users, including adequate access and room for employee parking.

A greater extent of general retail and commercial uses are shown at the eastern edge of the study area, along the proposed Tiftt Street arterial and along Bailey Avenue. It is anticipated that traffic counts associated with the Tiftt Street arterial will be high enough to attract a wider range of retail uses. Although shown on the map as being a number of smaller scale, individual retail uses, it is feasible that a larger 'big box' use could be accommodated in this area. It is expected that the redevelopment of this section of the study area would occur over a longer time frame, since it is partially dependent upon the reconfiguration of the roadway network in the immediate vicinity.

West of the retail area, north of Elk Street and to the east of the Austin Air Systems building, lands are designated for light industrial use. The redevelopment of this area is seen as small scale, independent businesses on sites of approximately two to five acres, consisting of light industrial uses such as small tool and die operations, warehousing and/or distribution uses. At the western edge of the project area, both immediately south of Elk Street and south of South Park Avenue, lands have been designated for a mix of commercial and light industrial uses. The Preferred Alternative concept map depicts a series of smaller parcels accommodating small business owners in this vicinity, in accordance with market expectations, although there is the flexibility to accommodate fewer, larger parcels.

North of Elk Street, the existing residential neighborhood has been designated for a mix of residential and commercial use, mirroring existing conditions. It is anticipated that over the long term, this area will ultimately transition from the existing residential use with scattered commercial sites, into an area that is fully commercial in nature.

It is recommended that proposed zoning for the entire area be C-M or equivalent. The current zoning allows many very heavy industrial uses, such as concrete products manufacturing, junkyards, abattoirs and smelting plants. The C-M zoning district allows a range of light industrial, commercial and retail uses, as well as residential uses, which would enable existing uses to remain, as well as promote a transition to a less heavy industrial nature. Specific zoning

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recommendations will be addressed as part of the City's current effort to update zoning in conformance with the City's Comprehensive Plan, as well as the proposed Brownfield Opportunity Area study that will be completed for the wider South Buffalo area.

Section 6 – SUMMARY OF KEY CONCLUSIONS AND RECOMMENDATIONS

Based upon our analysis of the Elk Street Corridor Redevelopment Area, the following recommendations are offered for the future use and development of this area.

- The market analysis of the study area indicates that uses with the greatest market potential include back office, light manufacturing, shipping and distribution, commercial and retail, and mixed use. These uses would compliment the existing anchor businesses that will remain in place, including Honeywell, Inc., PVS Chemicals, Inc., Buckeye Terminals, LLC, and Austin Air Systems, Ltd.
- The study area contains sufficient vacant area to allow for redevelopment without the need for forced displacement of existing businesses.
- It is recommended that the lands within the Elk Street corridor be remediated to commercial development standards to provide the City with the greatest flexibility for future land use in the study area and help move this area beyond its former heavy industrial heritage.
- To promote a transition from heavier industrial use in the study area, the zoning should be revised from the existing industrial classifications to the equivalent of the C-M classification, which allows a range of light industrial, commercial and retail uses.
- The C-M zoning classification would allow existing residential uses in the study area to remain. However, based on the assessment of environmental conditions, residential development is not recommended south of Elk Street.
- The preferred concept presumes that the alignment of the proposed Tiff Street Arterial will be built along the abandoned rail corridor on the eastern portion of the study area to link with the I-190, and that the design of this alignment will include at-grade intersections with Elk Street and Seneca Street.
- The future interchange of the Tiff Street Arterial and the I-190 is recognized as a gateway. Landscaping treatment and signage is recommended in this vicinity to introduce travelers to the area and set a tone for Elk Street.
- Two-way traffic should be established along the length of Elk Street, including the section from the I-190 ramp to Bailey Avenue, which is currently limited to one-way travel.

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- A new public roadway should be established that would be a southern extension of Winona Street, with a cross connection to Babcock, to subdivide larger parcels south of Elk Street and facilitate new development.
- The preferred redevelopment concept for the study area establishes Elk Street and Babcock Street as primary crossroads that should receive strong streetscaping treatment to transform these roadways into attractive tree-lined boulevards. Babcock Street is envisioned as a formal roadway that would extend to the waterfront (this roadway currently functions as a driveway rather than a thoroughfare). This will require the re-acquisition of roadway right-of-way by the City.
- The presence of the docking facilities at the Buckeye Terminal is acknowledged; however, future navigation in the vicinity of the study area should be confined to shallow draft vessels that are not reliant upon the continued dredging of the river. The Buffalo River is more valuable as a recreational and natural amenity. There are also environmental concerns associated with dredging.
- Emphasis is to be placed on providing public access to the Buffalo River. Public open space and riverfront access will enhance the marketability of lands for redevelopment. A waterfront park at the end of Babcock Street would create a center focal point for improving physical and visual access. To facilitate cross access with the southern shoreline of the river, a pedestrian bridge is proposed that would extend from this park.
- The Red Jacket peninsula (the former Buffalo Color Area D site) should be improved to allow for limited public access with upland and shoreline trails. This area should be directly connected with the Smith Street parkland and habitat restoration area to the west. Improvements should also be made to the designated canoe launch at the Buffalo Sewer Authority pump station (at the eastern end of the study area) to make this site more accessible to the public.
- Wherever possible, the natural shoreline should be re-established along the river to help restore the ecological balance of the river, improve environmental conditions, enhance the visual appearance of the shoreline and support recreational usage of the river.

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ATTACHMENT A: MARKET ASSESSMENTS

Erie County Office Market January 2008

J. R. Militello Realty has surveyed and maintains a database of 46 million square feet of office space in Erie County. Although not 100 percent of the inventory, it is considered a substantial sampling of the market and offers a realistic profile of existing market conditions. J.R. Militello Realty also collects information from various sources on real estate transactions that are over 5,000 square feet in size and completed or "signed" each year in the County. For the most part, this information is recorded at the point a transaction is signed or negotiated and not necessarily by the occupancy date. This "demand" accounts for only the actual use of office space and not speculative investment in property.

Inventory

As of January 2008, the vacancy of office space in Erie County was 19.1 percent or 8.9 million square feet, against a total of 46.7 million square feet. The Town of Amherst contains 25.82 percent of the County office inventory. The majority of the office market in Amherst is newer, low rise construction developed over the last 20 years. Amherst has developed as an attractive location for regional sales offices for national companies, headquarters for locally-owned firms and an alternative for the once traditional downtown office user. The Town of Amherst, however, is experiencing growth pressures on its schools and infrastructure. Tax rates and traffic congestion are escalating. There is a strong and growing anti-development sentiment from both Town residents and political leadership. These pressures have had the effect of both raising costs and limiting the success of new development. This situation in Amherst helps the City of Buffalo's competitive position.

Buffalo's office market contains a variety of office products built from the 1890's through 2007. The central business district contains 24.28 percent of the County inventory and has a vacancy rate of 17.9 percent or 2 million square feet.

Demand

The volume of office transactions in Erie County during 2007 was 1.07 million square feet, which was slightly above the 2006 volume, but 36 percent below the six-year average of 1.65 million square feet. The average annual demand for the current available inventory of 8.8 million square feet is 1.3 million square feet. As can be expected from the inventory levels, the majority of the office transactions take place in the two submarkets of Amherst and downtown Buffalo. During the three-year period (2005 thru 2007), 83 percent of the office transactions took place in these submarkets.

In 2007, Amherst captured 39.6 percent of the market demand and Buffalo 44 percent. Based on this history, it is projected that Buffalo will benefit from 572,000 square feet of office transactions in 2008.

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As of January 2008, we have identified 85 companies looking for a total of 1.86 million square feet of office space in Erie County. These are companies who, in the last three years, started to actively investigate a move or expansion in this market. They break down as follows:

<i>Size (square feet)</i>	<i>#</i>	<i>Total SF</i>	<i>Percent of Total SF</i>	<i>Average SF</i>
0-20,000	65	505,800	76.4%	7,782
21-40,000	7	214,000	8.24%	30,571
41-60,000	5	260,000	5.88%	52,000
61-100,000	6	493,000	7.06%	82,167
101,000+	2	385,000	2.35%	
Total	85	1,857,800	100.0%	

Approximately 15 percent of the identified base of office prospects is looking for space larger than 40,000 square feet. For the most part, these companies are looking for back office/processing type space. They are looking for larger floor plates to accommodate higher than normal employment densities. Generally, they are seeking class "B" space.

Given a relatively extensive overall inventory of both City and suburban office space, supply appears sufficient to more than meet anticipated annual demand for the next several years. Moreover, the general character and location of the Elk Street Corridor Redevelopment Area suggests only limited possibility for the attraction of independent office operations (i.e., those not associated with manufacturing, distribution or other uses) with the possible exception of back office/call centers seeking large, low-cost, sites (for building efficiency and extensive parking) and substantial public incentives. For these kinds of offices, the study area may be competitive with downtown and suburban sites.

ELK STREET CORRIDOR REDEVELOPMENT PLAN

Erie County Industrial Market Overview January 2008

Between 2000 and 2006, 85,000 manufacturing jobs were lost in New York State, representing a net loss of roughly 20 percent. Job declines in this sector continued through 2007 and appear unlikely to be reversed. These adverse job trends continue to dampen overall job growth in upstate New York.

In Erie County, although the job decline has mirrored that of the State, there still is a significant base of companies occupying over 86 million square feet of industrial space. We have identified over 200 companies who are looking to expand or upgrade their facilities in this market. From this group, we project that 2 million square feet of industrial real estate will be leased or acquired in 2008.

Building Inventory

Based on a statistical profile taken from the J.R. Militello Realty database, we show an overall vacancy rate in Erie County for industrial property of 14.7 percent. Although not 100 percent inclusive of the total inventory of space in the region, the database, which includes 100 million square feet of industrial property, represents a significant sampling.

Buffalo accounts for 41 percent (41.2 million square feet) of the industrial inventory. The majority of this inventory is older manufacturing space, reflecting the historical employment base of the community. Buffalo also has 48 percent of Erie County's vacant space (7 million square feet). A vast amount of this vacant stock is functionally inefficient (multi-story, low ceiling heights etc.), yet still in use due to its low cost.

The remaining base of companies located in the City, which occupy 34 million square feet of aging facilities, are a prime source of new development for the Elk St project. Approximately 8.7 percent of the available inventory in the County (1.3 million square feet) is modern distribution and manufacturing space with 100,000 square feet or more of contiguous space, at grade. We expect additional space to come on line in 2008 from national corporations reducing surplus capacity and discarding less efficient operations in smaller markets. Additionally, during 2008, we anticipate a modest growth (300,000 square feet) in the inventory of speculative industrial space in Erie County. This competitive existing inventory of between 1.3 and 16 million square feet may impact the pace of new development in the Elk Street Redevelopment Area.

Land Inventory

In a May 2006 study, J.R. Militello Realty identified over 2,000 acres of available industrial land located in 48 industrial parks in Erie and Niagara Counties. These sites all benefit from property tax abatement programs, direct low cost financing and, in many cases, out right capital grants to manufacturing operations that create new employment.

Regionally, the majority of industrial development has been taking place in the first ring suburbs of Cheektowaga, Tonawanda and Amherst. This was due primarily to the availability of shovel

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ready sites to build on and the movement of population from the city to outlying communities. Now, as a result of the availability of remediated, shovel ready sites in Buffalo with attractive incentives, the potential exists for the trend to reverse.

The following companies have recently relocated and expanded operations into new facilities in Buffalo Lakeside Commerce Park and the Steelfields Project: CertainTeed Corporation (276,500 square feet), Hydro-Air Components (152,700 square feet) and Cobey Inc (90,000 square feet). In addition to these manufacturing operations, Sonwil Distribution Center just announced the development of two 300,000-square-foot distribution buildings on 54 acres of reclaimed land at the Buffalo Lakeside Commerce Park facility. This project will include an intermodal component in support of its distribution operation.

The actual annual absorption of industrial land has not been documented. However, in our opinion, not more than 50 acres per year of industrial land is put into use. For the foreseeable future, on average, there is an adequate supply of shovel ready land available for manufacturing and distribution activity in the region.

Demand

Since 1995, Militello Realty has documented the annual demand for industrial space in Erie County. This "demand" is a record of industrial companies' use of space and does not measure or count speculative space that is purchased or built by developers or investors. Over the last three years, this demand has averaged 2.3 million square feet annually. The City of Buffalo captured 33.58 percent of the industrial activity in Erie County during this period. However in 2007, industrial real estate activity in Buffalo dropped off 37.3 percent from the prior year's activity.

Levels in 2006 of 2,673,291 square feet of user driven transactions was 13 percent below the previous 3 year average of 3,069,751 square feet. Since 2000, when 5.5 million square feet of space was leased or acquired, there has been a steady decline in industrial activity. Historically, there has not been an aggressive build up of new industrial inventory in this market. As older buildings have been demolished or gone out of industrial use, the inventory of modern distribution space has remained in balance with the declining demand.

As of January 2008, we have identified 201 companies looking for a total of 7.3 million square feet of industrial space in Erie County, as outlined in the following chart. It is not uncommon in this market for an industrial user to conduct a search for new space over a two to three year time frame. We expect industrial transactions to total 2 million square feet in 2008.

<u>Size (SF)</u>	<u>No. of Companies</u>	<u>Total SF</u>	<u>Percent of Total SF</u>	<u>Average SF</u>
0-20,000	101	1,101,303	14.97	10,903
21-40,000	37	1,180,374	16.04	31,902
41-60,000	31	1,608,000	21.86	51,870
61-100,000	22	1,922,000	26.13	87,363
101,000 +	<u>10</u>	<u>1,545,000</u>	21.00	<u>154,500</u>
Total	201	7,356,677		36,600

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Pricing

Because of a relative balance between the supply and demand of and for modern industrial and distribution space, in our opinion sale prices and rental rates should remain flat or increase slightly for well-located and properly configured warehouse/distribution buildings over the next 12 months. New suburban flex facilities lease in the \$5.50 to \$6.50/square feet net range with 10 percent finished office. Older (20 years +) one-story buildings lease in the \$3.50 - \$4.00/square feet net range. Rents in well maintained but older multi-story structures can be found in the City at \$2.00 – 2.50/square feet (gross plus electric). Heavy manufacturing facilities are leasing for \$2.50 to \$3.25/square feet depending on equipment (cranes, etc.) condition and configuration of the production area. A new masonry structure (with 10 percent office) would cost in the \$36 to \$40/square feet range to build (excluding land cost). In Erie County shovel ready industrial land sells in the range of \$35,000 to \$50,000/acre. Office parcels in well located parks range from \$50,000 to \$120,000 per acre.

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ATTACHMENT B: SUMMARY OF OTHER REPORTS AND STUDIES

City of Buffalo Comprehensive Plan

The City's Comprehensive Plan was developed to achieve an overall vision for the future of the City. The Plan suggests that changes in use to the Buffalo waterfront should be in accordance with the Local Waterfront Redevelopment Plan and Waterfront Corridor Initiative. The Plan further states that major changes to the M-1, M-2, or M-3 districts are not recommended other than reducing the total area zoned for M-3 Heavy Industrial District.

City of Buffalo Local Waterfront Revitalization Program

The Local Waterfront Redevelopment Program (LWRP) is an extension of the New York State Coastal Management Program that allows waterfront communities the opportunity to assess existing conditions along a waterfront, develop policies to redevelop the waterfront, and implement desirable land uses and projects along the waterfront. The City of Buffalo's LWRP is geared towards revitalizing and redeveloping the vacant and underutilized areas of the waterfront, as well as enhancing access to the waterfront. The LWRP affords the City greater control over local, state, and Federal actions proposed along the waterfront to ensure the City's redevelopment goals are realized and that overall water quality can be improved.

The Elk Street Corridor Redevelopment Area is located in Sub-Area 4 of the LWRP. The LWRP identifies proposed land uses and projects that should guide the redevelopment of the waterfront. Land uses in the City of Buffalo are proposed in a manner that will:

- Promote economic development and revitalization in abandoned and underutilized areas;
- Increase tourism;
- Support more efficient circulation patterns for pedestrians and vehicles;
- Allow for a better mix of uses on the waterfront;
- Protect and encourage water-dependent uses;
- Increase and improve opportunities for public access and recreations;
- Protect important shoreline resources; and,
- Preserve and continue the existing style of development throughout stable neighborhoods.

Specific to Sub-Area 4, revitalization of the waterfront shall place an emphasis on protecting and restoring the natural resources and water quality with all new development providing an open space corridor along the Buffalo River. Sites in the vicinity of the Elk Street Corridor Redevelopment Area, where heavy industrial once flourished, should be redeveloped with clean, light industrial and manufacturing uses and should include the cleanup of brownfields. There may be opportunities along the Buffalo River to develop parks and recreational areas and enhance public access to the waterfront. It is envisioned that the ExxonMobil facility would eventually be phased out completely and replaced with less intense uses. However, the refinery

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aspects of this industry are conducted elsewhere, removing the concerns associated with heavy industrial use in the area.

Buckeye Terminals, LLC has taken over the docking facilities formerly owned by ExxonMobil, but they no longer use the docks and there are now no industries on the upper reaches of the Buffalo River that receive waterborne freight shipments. The Buffalo River must be dredged to maintain shipping channels in this vicinity. The City would like to promote active marine industrial and commercial uses that require transshipment activity in the vicinity of Kelly Island, which is closer to Lake Erie, and cease dredging activities this far up the river. This would allow the Buffalo River to recover from years of industrial use and reduce the potential for disturbance of contaminated sediments that reside on the river bottom. The United States Army Corps of Engineers is responsible for dredging and discontinuation of dredging requires federal action.

The LWRP recommends that the zoning of the Redevelopment Area should become General Commercial District (CM) so as to reduce the intensity of uses permitted under the Industrial Districts while still allowing for a wider variety of mixed uses, including some light industrial uses. The CM zoning permits a variety of uses, including: automotive repair, painting and collision; bottling works for non-alcoholic beverages; dry cleaning and dyeing establishments and laundries; laboratories for experimentation, film or testing; manufacturing, compounding, processing, assembling and packaging establishments for electrical appliances, for articles or merchandise made from previously prepared materials, of pottery and ceramic products, and of meat products. Other permitted uses, which are completely enclosed within buildings, include: building material sales yards (no concrete mixing); commercial sports arenas or stadiums; contractor equipment storage yards or plants; veterinary clinics and small animal hospitals; stone or monument works; storage and sale of livestock feed or solid fuel (with restrictions). Any use that may become hazardous, noxious or offensive is prohibited. The CM district also allows a whole host of commercial uses and the entire hierarchy of residential uses, starting with any use permitted in a C-3 Central Business District and working backwards from there. The bottom line is that it is the City's intent to change the intensity of land use in this area to promote cleaner, light industrial and commercially oriented businesses.

The LWRP also identifies specific projects for Sub-Area 4 that further promote the City's vision for waterfront revitalization. Waterfront properties near the Bailey Avenue Bridge should be utilized for parks and recreational uses. The LWRP recommends a continuous network of trails and parks as part of the Buffalo Greenway Trail System. The Buffalo Greenway Trail System would serve a dual purpose in enhancing public access to the waterfront and providing green areas to act as buffers and wildlife habitats. The Trail could also incorporate a heritage segment, outlining Native American, archaeological, and industrial history of the River corridor. The Buffalo Sewer Authority has prepared a Combined Sewer Outfall Long Term Abatement Plan that identifies options for eliminating the 63 combined sewer outfalls in the City, 33 of which are located along the Buffalo River and contribute to water quality degradation.

Buffalo River Greenway Implementation Plan

The Buffalo Niagara Riverkeeper is currently in the process of finalizing the Buffalo River Greenway Implementation Plan. In draft form, the goals of the Buffalo River Greenway are to

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improve public access, improve water quality, improve fish and wildlife habitat, improve the economic vitality of river communities, protect the public's health from contaminants, and maximize the benefits of the river as a natural, nonstructural flood management area.

Some of the objectives in improving the public access to the Buffalo River that the Plan suggests include developing a multi-use trail system along the river, providing passive recreation and open spaces along the river, and improving the usability of the river by providing boat access, canoe launches, and fishing docks. The plan suggests that paper streets that terminate at the river should be improved to allow public access to the river and greenway. The Plan also proposes maintaining the required 100 foot river buffer to allow native vegetation to reestablish itself to filter stormwater runoff and slow erosion and sedimentation. The vegetative buffer will also aid in returning fish and wildlife habitats to the river. The Plan recognizes that improvements to the Buffalo River can aid in environmental protection, improve recreational opportunities, increase tourism, provide for economic redevelopment opportunities, and improve the aesthetics of adjacent areas.

The Plan also suggests using a technique called phytoremediation, the use of plants to draw contaminants out of the soil. Vegetation, such as alfalfa, hybrid poplar trees, or arrowroot, draws metals and organic compounds from the soil through their roots. This technique is suggested for several sites within the Elk Street Corridor Redevelopment Area to reduce contamination of soils.

Revised Conceptual Site Plan for ExxonMobil former Buffalo Terminal

As part of a Brownfield Cleanup Program, a Revised Conceptual Site Plan was developed on behalf of ExxonMobil for the former Buffalo Terminal and other areas formally owned by ExxonMobil totaling 90.4 acres. The goal of the plan is to remediate the site to a level that is protective of human health and the environment, taking into account the current, intended, and reasonably anticipated future use.

Currently, the site consists of the petroleum storage and distribution facility, which was sold by ExxonMobil to Buckeye Terminals, LLC in 2005. Other parts of the original ExxonMobil site have been sold to One Babcock, Inc., which operates a construction company.

For the purposes of the conceptual site plan, the former ExxonMobil site has been divided into the existing storage and distribution facility and fifty operable units in order to assess current site activities and to evaluate environmental conditions. The environmental assessment concluded that the contaminants of concern (COC) at the site include petroleum hydrocarbons, petroleum related VOC's, and metals. The soil on the site consists of Volatile Organic Compounds (VOC's), Semi-Volatile Organic Compounds (SVOC's), Tetraethyl Lead, and other metals, some at levels that exceed NYSDEC standards. Similarly, VOC's, SVOC's, and metals were found in groundwater. The sediments tested in the Buffalo River indicated the presence of petroleum and non-petroleum related VOC's, and in some instances, Tetraethyl Lead was observed. Currently, the following Interim Remediation Measures (IRM's) are underway at the site, Closure of the main in ground oil/ water separator (completed), product recovery (ongoing), and underground pipe removal (completed).

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Remedial Action Plans

- **Buffalo Color Area D (Site No. 915012):** Remedial work was completed in 1998 on this site located on a peninsula at the western edge of the study area. The activities consisted of the installation of a groundwater collection and treatment system combined with a cap and barrier wall system. Remedial activities also included the removal of approximately 40,000 cubic yards of impacted sediment from the Buffalo River.
- **Buffalo Color Plant Site (Site No. 915184):** Honeywell Corporation has entered into a Consent Order with the NYSDEC to perform an Interim Remedial Measure (IRM) at the site. The IRM includes the installation of groundwater pumping wells to prevent flow of site contaminants to the Buffalo River. The construction of the IRM was completed in 2007.
- **Mobil Oil (Site No. 915040):** The site is a 77 acre petroleum distribution and storage facility. A groundwater collection system has been installed and is in operation on the entire property.

Southtowns Connector

The New York State Department of Transportation has selected a preferred alternative for the Southtowns Connector/ Buffalo Outer Harbor Project and is in the process of finalizing the Final Environmental Impact Statement (FEIS). The preferred alternative includes improvements to Fuhrmann Boulevard from the U.S. Coast Guard Station to the Union Ship Canal changing the road system from a series of one-way streets into a four-lane boulevard with landscaped median to run parallel to the existing Skyway. The Skyway will continue to be a limited access expressway but will be reconfigured to provide improved access to the reconstructed Fuhrmann Boulevard through a new interchange just south of the Skyway Bridge and a reconfiguring of the existing on/ off ramps south of Ohio Street. South of the Union Ship Canal, NY Route 5 will be reconstructed into a landscaped arterial road through Lackawanna and Woodlawn and include additional landscaping and a multi-use trail. The project also involves reconstruction of Ohio Street into an arterial with improved aesthetics and a multi-use trail.

The Southtowns Connector/ Buffalo Outer Harbor Project also includes the construction of the Tiff Street Arterial. The Tiff Street Arterial is a new arterial road that will extend from I-190 near Seneca Street, southwest through the eastern portion of the Elk Street Corridor Redevelopment Area, cross the Buffalo River west of Bailey Avenue with a low-level bridge, extend through the former Republic Steel site, then run south, paralleling the railroad corridor, and intersecting with Tiff Street, just east of the railroad corridor. Improvements would be made to Tiff Street between the Tiff Street Arterial and NY Route 5. The Project would require reconstruction of I-190 since this section of the Thruway is elevated and may result in the altering of the interchange ramp access at Elk Street, Seneca Street, and Bailey Avenue.

This Project is intended to improve the transportation system while enhancing economic development opportunities, improving access to the Lake Erie waterfront, and maintaining the existing commuting patterns between the Southtowns and Downtown Buffalo. The Project's footprint entails a large portion of the area north of Elk Street and east of Babcock Street.

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ATTACHMENT C: Opinion of Probable Construction Costs

OPINION OF PROBABLE CONSTRUCTION COST WORKSHEET



Project Title: Elk St. Corridor Redevelopment Plan
 Location: Buffalo, NY
 Owner: BUDC
 Estimated by: YZ1
 Checked by: GMR
 Approved by: MVM

Project No.: 436201
 Revision Date:
 Orig. Date: 09/19/08
 Drawing No.:
 File Name: W/

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE MAT. & LABOR	ESTIMATED AMOUNT	
1.0	Park					
	Park area by square feet (as indicated on sketch)					
	Area A2	276,600	sf	\$ 3.00	\$ 829,800	
	Area A3	345,900	sf	\$ 3.00	\$ 1,037,700	
	Area A5	214,021	sf	\$ 3.00	\$ 642,070	
	Area A6	82,000	sf	\$ 3.00	\$ 246,000	
	Park by Linear feet of Trail (6-foot width)					
	Area A1	5,330	lf	\$ 85.00	\$ 453,050	
	Area A4	4,236	lf	\$ 65.00	\$ 275,340	
	Trees in Areas A1 and A4	200	ea	\$ 300.00	\$ 60,000	
				Subtotal	\$ 3,543,960.00	
2.0	Street Right-of-Way Full Reconstruction					
	Elk Street	4,950	lf	\$ 1,250.00	\$ 6,187,500	
	South Park Avenue	770	lf	\$ 1,250.00	\$ 962,500	
	Lee Street	1,560	lf	\$ 1,250.00	\$ 1,950,000	
	Babcock Street	1,620	lf	\$ 1,250.00	\$ 2,025,000	
	Winona Street	550	lf	\$ 1,250.00	\$ 687,500	
	Bailey Avenue	2,430	lf	\$ 1,250.00	\$ 3,037,500	
	Proposed Road	1,380	lf	\$ 1,250.00	\$ 1,700,000	
				Subtotal	\$ 16,550,000.00	
3.0	Pedestrian Bridge (250-foot length)	1	ea	\$ 900,000.00	\$ 900,000.00	
					SUBTOTAL (incl O&P)	\$ 20,993,960.00
					Contingency @ 20%	\$ 4,198,792
					Mobilization @ 3%	\$ 629,819
					General Req'ts. @ 5%	\$ 1,049,698
					TOTAL	\$ 26,872,269
					SAY	\$ 27,000,000

