Tonawanda Opportunity Area

Draft Generic Environmental Impact Statement (DGEIS) and Brownfield Opportunity Area (BOA) Step 2 Nomination Report

October 2018

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EXECUTIVE SUMMARY

In the Fall of 2015 the Town of Tonawanda initiated the Tonawanda Opportunity Area (TOA) project supported by a grant from the New York State Department of State to complete a Brownfield Opportunity Area (BOA) Nomination Report. The overall goal of the TOA project was to develop a revitalization Master Plan for an approximate 2,362 acre area in the Town’s River Road Corridor between the City of Tonawanda and the former Huntley Power Plant along the Niagara River.

A preliminary BOA plan completed in 2012, as well as other plans, served as the basis for the TOA plan. The overall goal of the Nomination Plan was to unlock the inherent potential of the TOA which is blessed with 4.5 miles of waterfront and located in the geographic center of a growing Buffalo Niagara region with excellent access to the Interstate road system. Specific goals of the plan included:

- Restore and repurpose contaminated or formerly contaminated properties and put them back into productive reuse while incorporating green infrastructure and landscaping into site plans to complement natural areas within the TOA;

- Reconnect the somewhat isolated TOA with the rest of the Town and City via new roads and multi-modal trails while providing better circulation internally among TOA properties;

- Rearrange and reorganize the layout of the long parcels between Interstate 190/290 and River Road by promoting merging or re-subdivision of properties so that the parcel shapes and sizes are more compatible with current development preferences; and

- Rebrand the perception of the area by introducing a mix of uses, visualizations and promoting the area to developers and others that can help advance the area’s revitalization.

A STRATEGIC AND CATALYTIC APPROACH

The State’s Brownfield Opportunity Area program stresses the need to propose redevelopment projects that, if implemented, will provide catalytic economic development impacts for the entire Tonawanda Opportunity Area and the Town overall.
To that end the Town focused on four Strategic Areas that will be catalytic for the area and could also provide shovel ready sites for developers and other investors:

- **MileView**: The MileView Strategic Area includes properties between the City of Tonawanda and the Riverview Solar Technology Park. The primary goals of this Strategic Area were to provide better internal road and multi-modal access, build on the success of the Riverview Solar Technology Park, and to provide better access from the “mile strip” parcels to the Niagara River.

- **United**: The United Strategic Area primarily includes waterfront and interior lands owned by United Refining Corporation that are significantly underutilized. It is directly north of Interstate 190 and the Grand Island Bridges.

- **Niagara River World/INS/Cherry Farm**: This Strategic Area includes one of the largest sections of waterfront in Tonawanda and redevelopment of the sites would increase access to the waterfront while providing an improved gateway into the southern portion of the TOA.

- **Huntley/Sawyer**: This Strategic Area includes the recently shuttered Huntley Power Plant and the Sawyer Avenue industrial area. While redevelopment of the Huntley Power Plant will take time, it is a key strategic site for future development as are multiple parcels on Sawyer Avenue.
Executive Summary

TO A MASTER PLAN
Executive Summary

**TOA Master Plan**

The Tonawanda Opportunity Area Master Plan includes four strategic redevelopment areas within a 2,362 acre area along approximately 4.5 miles of Niagara River waterfront on the west side of the Town of Tonawanda. The Master Plan focuses on two strategic areas, MileView and Niagara River World/INS/Cherry Farm, and is based on the following strategies:

- Induce redevelopment of underutilized and vacant properties along the River Road Corridor
- Improve access to the Niagara River
- Take advantage of the area’s strategic location in the Buffalo Niagara region
- Focus on roadway and other infrastructure investments to drive economic development projects
- Provide opportunities for recreation
- Provide better internal access among sites located between River Road and Interstate 190/290
- Incorporate sustainable development strategies including clean energy and green infrastructure
Public and Stakeholder Support for the TOA Master Plan . . .

The Town, steering committee, consultant team and community partnered to develop a Master Plan that provides both economic and community development benefits. The worthwhile, long term process included the following steps:

Reviewing the Step 1 TOA Plan and Other Existing Plans with the Community

Promoting the Plan and Strategic Areas with Developers and Stakeholders

Final Open House on the Draft Master Plan
10 Year Market Support for the TOA Master Plan . . .

Based on an Economic and Market Analysis prepared for the Plan, and included in the Appendices, there is demand for more than 1,500,000 sq. ft. of office, retail, industrial, and residential development in the TOA over the next decade. The demand for space also suggests the sites and buildings in the TOA may need to be repurposed from industrial to commercial, residential and mixed use properties.

Demand for 1.5 Million Sq. Ft. of Space over 10 years

- Retail: 340,000 sq. ft.
- Housing: 400,000 sq. ft.
- Hotel: 300,000 sq. ft.
- Industrial: 300,000 sq. ft.
- Office: 450,000 sq. ft.
The TOA Master Plan Complements Past and Current Efforts . . .

The Tonawanda Opportunity Area project incorporates and builds upon past planning efforts and current strategies to redevelop the River Road Corridor. Multiple recently completed documents reinforce the need to focus on brownfield redevelopment in the Town as part of an overall economic development strategy. Similarly, the Town and its development partners have started to redevelop sections of the River Road Corridor with a mix of uses including several successful development projects at the North Youngmann Commerce Center and the Riverview Solar Technology Park.
Key Findings

1. **POPULATION IS STABILIZING**: The TOA is made up of three census tracts and the one in the City of Tonawanda is growing in population while the other two have stopped losing population.

2. **ZONING IS PRIMARILY INDUSTRIAL**: Although the Waterfront Industrial zone is flexible, the zoning in the TOA favors industrial uses while the trend is towards mixed use development in the MileView Strategic Area.

3. **INFRASTRUCTURE IS LIMITED**: Because of the nature of past development patterns there are no roadways, water/sewer, or telecommunications infrastructure in the TOA except on the major roadways.

4. **THERE IS DEMAND FOR ALL USES EXCEPT FOR HOTELS**: The Economic and Market Analysis showed that over the next ten years, conservatively, there is demand for more than 1.5 million square feet of retail, office, industrial, and residential space in the TOA.

5. **29.3% OF LAND IN THE BOA IS UNDERUTILIZED OR VACANT WITH DEVELOPMENT POTENTIAL**: Eight properties were classified as underutilized and 28 properties were classified as vacant with a total of 693 acres.

6. **THE TOA IS WELL SERVED BY TRANSPORTATION ROUTES**: Interstate 190/290 is directly south and west of the TOA carrying approximately 70,000 cars daily with two direct exits into the TOA. River Road, or State Route 266, also provides local and regional access to the TOA.

7. **PUBLIC OWNERSHIP IS VERY LIMITED**: With exception of the North Youngmann Commerce Park and Spaulding Commerce Park, there is very limited public ownership of property in the TOA which could make property assembly difficult.

8. **ACCESS TO NATURAL RESOURCES AND RECREATION IS EXCEPTIONAL**: Despite being in a former industrial zone, the TOA has 4.5 miles of Niagara River waterfront, multiple existing and planned trails, two named creeks, and wooded areas.

9. **THE TOA PROVIDES OPPORTUNITIES TO IMPLEMENT THE TOWN’S GREEN INFRASTRUCTURE POLICIES**: The Town has been aggressive in implementing green infrastructure in the TOA at the North Youngmann Commerce Center and outside the TOA at Lincoln Park. There is a great opportunity to incorporate green infrastructure practice into TOA private and public development projects.
Vision, Goals and Strategies

VISION

The Tonawanda Opportunity Area will become a sustainable mixed use neighborhood providing residents, businesses, and tourists with new living, working, and recreational opportunities along an accessible Niagara River waterfront.

GOALS AND STRATEGIES

RECLAIM THE WATERFRONT: Reconnect sites in the Tonawanda Opportunity Area with the area’s most significant natural resource – the Niagara River – and other sites in the region.

Improve access to the Niagara River
The TOA is blessed with 4.5 miles of Niagara River waterfront and improvements to River Road and additional trail connections to the River will help reconnect the waterfront.

Take advantage of the area’s strategic location in the Buffalo Niagara region
The TOA is in the geographic center of the Buffalo Niagara Region with excellent transportation access and waterfront access.

Focus on roadway and other infrastructure investments to drive economic development projects
Significant investments in roadway and infrastructure improvements will be needed by both the public and private sectors to provide access to interior TOA sites and from those sites to the waterfront.

RESTORE THE RIVER ROAD CORRIDOR: Re-purpose land and buildings for productive re-use and environmental renewal to support the sustainable, long term revitalization of the River Road corridor.

Induce redevelopment of underutilized and vacant properties in the River Road corridor
Advancing redevelopment and re-purposing of vacant and underutilized sites with a focused and strategic approach based on the market will restore the vitality of the area.

Incorporate sustainable development strategies including clean energy and green infrastructure
Implementing clean energy strategies and green infrastructure at private and public development sites will improve resiliency and promote sustainability.

REBRAND: Change the image of the River Road Corridor by introducing new uses and promoting high quality design.

Re-zone areas of the Tonawanda Opportunity Area to promote more mixed use development
Re-zoning industrial land for mixed use development will support the market for more commercial and residential uses that will provide a new image for the River Road corridor.

Adopt or update Design Guidelines
New residents, businesses and tourists invest in areas that provide a high quality of amenities and design.
Executive Summary

**MileView Strategic Area**

The MileView Strategic Area has the greatest potential in the Tonawanda Opportunity Area for new development and redevelopment of brownfield sites. The area has exceptional access to the regional road network, enjoys a mile of beautiful Niagara River waterfront and many properties in the area have been remediated. It is also home to the successful and burgeoning Riverview Solar Technology Park.

The goals of the MileView Strategic Area Master Plan are to:

- Complement existing development at Riverview Solar Technology Park;
- Create a new mixed use, pedestrian oriented “neighborhood” that has a sense of place;
- Capitalize on existing natural resources like the Niagara River, creeks and natural forested areas; and
- Improve access into the interior of the area between River Road and Interstate 290.

However, the area must be developed in a phased approach by developing sections of roadways and amenities over time. The phased development approach should also be pursued because uses such as retail will follow the jobs created by office and industrial developments.
Executive Summary

MileView Strategic Area

VISUALIZATION OF POTENTIAL DEVELOPMENT AND PLACEMAKING OPPORTUNITIES

STRATEGIES

1. Mixed Use Town Center: The Town of Tonawanda does not have a Town Center and the MileView Strategic Area provides the ideal opportunity to create one along the Niagara River. The Town Center would be a mixed use, pedestrian oriented center with multi-story buildings with residential on the upper floors and commercial uses on the first floor.

2 & 3. Riverside Commercial Sites: Riverside commercial sites would provide small to medium sized Class A office and regional retail stand-alone sites that could take advantage of Niagara River views and access to River Road.

4. Office and Light Industrial Zone: For companies that need larger sites, such as warehouse, light industrial and Class A office users, but also want to take advantage of natural resources such as forested land, interior trails and creeks.

5. Creekside Townhomes: A small “bluff” above Two Mile Creek would provide views of the City of Tonawanda and portions of the Niagara River to residents that prefer townhome or condominium living.

6. Solar Panel Array: Solar panels can provide sustainable and affordable power to area businesses and residents.

7. Trail Network: A trail network would provide transportation options and recreational opportunities to residents and workers in the new neighborhood including those who live and work there.

MARKET BASED POTENTIAL USES

- Office
- Restaurants
- Residential
- Light Industrial/Warehouse
Executive Summary

Niagara River World/INS/Cherry Farm Strategic Area

This Strategic Area is a large area along the Niagara River that combines three underutilized strategic sites into one Strategic Area:

- Niagara River World – includes a 12 acre parcel with a warehouse and a vacant 50 acre parcel;
- Cherry Farm – a capped 56 acre landfill; and
- Former 29 acre INS junkyard which is currently being cleaned up and has been purchased by Erie County.

Based on the market analysis, parcel sizes and surrounding industrial uses in the area, as well as exceptional access to the Interstate, the site is ideal for warehouse and light industrial uses. While the uses would be industrial, they would be developed in parklike surroundings along the waterfront inclusive of trails, Niagara River access and lush landscaping.

Just as the MileView area was “primed” with recent Riverview Technology developments, this area would benefit from one “pioneering” project to promote the area’s future development.
Executive Summary

Niagara River World/INS/Cherry Farm Strategic Area

VISUALIZATION OF POTENTIAL DEVELOPMENT AND PLACEMAKING OPPORTUNITIES

STRATEGIES

8. Redevelop the Niagara River World Site: The current Niagara River World site is a large 230,000 square feet unheated warehouse. To be competitive with similar warehouse facilities, and to be considered for light industrial uses, the building should be heated and office space should be added.

9. Build New Warehouse and Light Industrial Space: Warehouse and light industrial space is at a premium in the Buffalo Niagara region and the exceptional access to the highway would make this site attractive to potential users.

10. River Dock: Maintain and upgrade the River dock at Niagara River World which is a significant feature.

11. Open Space Trail Network: Develop a bike/pedestrian trail that connects the three sites to each other, the Erie Canal trail and the Niagara River waterfront.

12. Cherry Farm Park: Redevelop the landfill for a Park to take advantage of extraordinary views of, and access to, the Niagara River.

13. Regional Composting Facility: Erie County is considering establishing a shared Regional Composting Facility at this site to serve multiple Towns in Erie County.

MARKET BASED POTENTIAL USES

- Light Industrial
- Warehouse
Executive Summary

United Strategic Area

The United Strategic Area includes one site owned by United Refining comprising property north and south of River Road. There are several other small sites within the Strategic Area including one being developed for potential waterfront residential condominiums.

Currently the area is significantly underutilized. Multiple tanks have been removed from the site, other tanks are in bad condition and the buildings on the site have not been maintained or upgraded. There is a portion of the United Refining parcel of approximately 5 acres on the southwest corner of the site near the exit ramp for Interstate 190 that could be developed and is apparently not contaminated. The Waterfront Land Use Plan (2014) explored the possibility of converting portions of the waterside United Refining parcel into a Riverfront Park.

The steering committee agreed to include the site as a Strategic Area because of its advantageous location and potential to be vacant in the future. However, the committee also agreed not to develop any plans for the site because there were too many unknowns at this time with the site.
Executive Summary

Huntley/Sawyer Strategic Area

The Huntley/Sawyer Strategic Area is dominated by the recently retired Huntley Power Plant. The Plant closed in March 2016, about six months after the Tonawanda Opportunity Area (TOA) project started. The Huntley property includes 93 acres along the Niagara River and River Road on the southern boundary of the TOA. Huntley Power LLC owns the site.

There are also an additional 11 properties on the south side of Sawyer Avenue included in the Strategic Area as well as 3445 River Road which is owned by Erie County (Sumitomo is considering purchasing the property for redevelopment purposes). Two National Grid sites are also included.

Similar to the United Strategic Area, the steering committee decided to make this location a Strategic Area to take advantage of future BOA tax credits and economic development grant opportunities. However, plans were not developed for this site because it is anticipated that redevelopment of the site, and associated coordination with owner Huntley Power LLC, will be a long term redevelopment opportunity.
SECTION 1

PROJECT DESCRIPTION AND BOUNDARY
The Project Description and Boundary section provides a general overview of the Town and City of Tonawanda and the Tonawanda Opportunity Area (TOA) including a brief characterization of the TOA and description of the TOA boundaries.

**PROJECT OVERVIEW AND DESCRIPTION**

The Town of Tonawanda and its partners (the City of Tonawanda and Erie County) are preparing this Study (the second of a three step process) because of the obvious and inherent redevelopment opportunities the TOA possesses. The TOA is literally located in the center of the Buffalo Niagara Metropolitan area with proximity to two interstate highways and three regional roadways that provide access to the metro area and Canada. Strategic location factors of the TOA are further enhanced by access to the nearly 4.5 miles of Niagara River waterfront.

Recent successes have demonstrated that redevelopment is possible in the TOA. The momentum created by the development of the Riverview Solar Technology Park, North Youngmann Commerce Center, Spaulding Commerce Center and remediation of several parcels in the TOA should be built upon to promote further redevelopment opportunities.

At the same time, the advantages of the TOA location are constrained by several factors. Thirty-six properties, or approximately 12 percent of all the properties and 29 percent of the land area in the TOA, have been classified as underutilized or vacant parcels, with or without publically available environmental records, and with development potential. Brownfield and underutilized properties are deterrents to development in the area because they create a perception of decline. Some active heavy industrial properties also hinder development as their appearance and production processes are incompatible with certain commercial and light industrial uses. In addition, the Huntley Power Plant and the associated fly ash landfill were recently retired: the future of these sites is uncertain at this time (the Town has issued an Expression of Interest statement for the potential redevelopment of the Power Plant site – the owner of the property will be conducting its own marketing process for the site in the near future).

The current property arrangement within the TOA also discourages redevelopment. Many of the parcels are long, some averaging one mile in length, with no road access and associated utilities.

Demographic and economic factors are also a factor in the future redevelopment of the TOA. The Town, City and all the census tracts within the TOA have experienced
population declines in excess of three percent between 2000 and 2014. Manufacturing employment, once the dominant industry employer in the TOA, declined by nearly 33,000 jobs between 2000 and 2010 in the Buffalo Niagara region; although it has experienced a small resurgence in recent years.

With the above basic opportunities and constraints in mind, the Town has prepared the Tonawanda Opportunity Area Nomination Study. The purpose of the Nomination Study is to develop an area-wide master redevelopment plan for the TOA with a focus on strategic sites that, if redeveloped, will have a catalytic impact on the entire TOA, encouraging long term revitalization both within the TOA and the Town overall.

To develop the strategies and goals for the area-wide master redevelopment plan the Town considered a comprehensive set of existing conditions and defined the needs of the community for the TOA. Evaluation of land use, zoning, underutilized/vacant/contaminated sites, transportation and utility systems, land ownership, and natural/historic/cultural resources helped the TOA steering committee to further understand the area’s opportunities and constraints.

Constraints and opportunities in the corridor are defined within the context of the purpose of New York State’s Brownfield Opportunity Program which is to advance projects to the marketplace. Therefore, the primary goal of the TOA steering committee was to develop an area-wide master redevelopment plan that is responsive to the market realities of the Tonawanda area, acceptable to residents and businesses, and aligned with funding opportunities for economic and community development.
One of the first tasks of the TOA Steering Committee was to define the boundaries of the opportunity area. The committee was presented with six alternatives for a TOA boundary (Figure 1). Alternative 1 was identical to the boundary used during the Pre-Nomination Study. Additional boundary extensions of this base alternative were considered by the committee. Some of these alternatives expanded the base alternative to include additional industrial areas while others contracted it to remove successful industrial areas. The Steering Committee considered several factors in developing the TOA Boundary:

- A large TOA Boundary could dilute the evaluation of the TOA and reduce the impact of the TOA recommendations;
- A small TOA boundary may eliminate key areas that are critical for the Town’s long term revitalization;
- The future of the Huntley Power Plant and fly ash landfill were uncertain at that point in time (the facilities were likely to be permanently retired and as time revealed, they were retired); and
- Properties or sites within the TOA could be eligible for additional grant or financing opportunities.

After much discussion and consideration the committee chose a 2,362 acre area that expands the Pre-Nomination boundary to include the Huntley Power Plant and small industrial sites along Sawyer Avenue (Figure 2). The committee thought it was important to include the Huntley Power Plant in order to begin planning a strategic approach for redevelopment should the facility be retired. In addition, the committee thought it was important to focus effort on the small industrial sites along Sawyer Avenue as not much attention has been paid to their revitalization. It was later determined that while the Huntley/Sawyer area should be categorized as a Strategic Area, that redevelopment concept plans would not be created for the area given the long term challenges associated with the site.

Despite the success and “shovel ready” nature of both the Spaulding Commerce Center and North Youngmann Commerce Center, the committee thought it was important to leave these sites in the TOA for grant and financing eligibility.
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Figure 1: TOA Boundary Alternatives

**Alternative 1**: 1.587 Acres
- Expands boundary to include Huntley and sites along Sawyer Ave.
- Includes some sites (e.g., Dunk, Spaulding, residential, etc.) which should potentially be left out.
- Requires minimal effort to perform a 'complete inventory' of Brownfield/Undeveloped Sites.

**Alternative 2**: 2.498 Acres
- Expanded southeast to include Huntley and sites along Sawyer Ave.
- Includes some sites (e.g., Dunk, Spaulding, residential, etc.) which should potentially be left out.
- Requires moderate effort to perform a 'complete inventory' of Brownfield/Undeveloped Sites.

**Alternative 3**: 2.105 Acres
- Expanded southeast to include Huntley and sites along the south side of Sawyer Ave.
- Does not include Dunk, properties north of Sawyer Ave (residential, Triad Recycling, etc.).
- Includes some sites (e.g., Spaulding) which should potentially be left out.
- Requires minimal effort to perform a 'complete inventory' of Brownfield/Undeveloped Sites.

**Alternative 4**: 2.437 Acres
- Expanded southeast to include Huntley and sites along Sawyer Ave.
- Includes some sites (e.g., Dunk, residential, etc.) which should potentially be left out.
- Does not include Spaulding properties.
- Requires moderate effort to perform a 'complete inventory' of Brownfield/Undeveloped Sites.

**Alternative 5**: 2.046 Acres
- Expanded southeast to include Huntley and sites along the south side of Sawyer Ave.
- Includes some sites (e.g., Dunk, Spaulding, residential, etc.) which should potentially be left out.
- Requires minimal effort to perform a 'complete inventory' of Brownfield/Undeveloped Sites.

**Alternative 6**: 2.382 Acres
- Expanded southeast to include Huntley and sites along Sawyer Ave.
- Includes some sites (e.g., Dunk, residential) which should potentially be left out.
- Requires moderate effort to perform a 'complete inventory' of Brownfield/Undeveloped Sites.

This map was prepared for the Town of Tonawanda and the New York State Department of State with input from the Town’s Boundary Alternatives Program.
COMMUNITY AND REGIONAL SETTING

The Tonawanda Opportunity Area is located in the northwest section of the Town of Tonawanda and also includes a small portion of the southern section of the City of Tonawanda. Tonawanda is a first ring suburb in the Buffalo Niagara metropolitan area located in the northernmost section of Erie County adjacent to Niagara County as shown in Figure 3. Most of the Town is completely developed and little open land is available for new development. The small, quaint Village of Kenmore is part of the Town.

The Town of Tonawanda is bordered to the north by the City of Tonawanda and City of North Tonawanda (Niagara County), to the east by the Town of Amherst, to the south by the City of Buffalo, and to the west by the Niagara River (and Town of Grand Island). Erie County is centered around the City of Buffalo. The County includes first ring and second ring suburbs as well as more rural areas the farther one is away from the City.

Tonawanda has a unique and advantageous location between Toronto, Buffalo, and Rochester (Figure 3). Access to the three metropolitan areas is provided by Interstates 190 and 290 that traverse the Town and the Interstates’ connections to various other Interstates such as the I-90 and the QEW. Three international bridges (the Peace Bridge, the Rainbow Bridge, and the Lewiston-Queenston Bridge) are located between six and 15 miles from the TOA via Interstates and State Highways. I-190 bisects, I-290 borders, and State Highway 266 traverses the TOA, all connecting the TOA to other areas within the Town and region (Figure 4).
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Figure 3: Community Context

TOA Nomination Study Area

Erie County within the WNY Region

TOWN OF TONAWANDA
TONAWANDA OPPORTUNITY AREA
NOMINATION STUDY

COMMUNITY CONTEXT MAP

Erie County
New York State

St. Catharines
Ontario

USA

Niagara Falls

Tonawanda Opportunity Area (TOA) within Erie County

Tonawanda Opportunity Area (TOA) within the Western NY Region

Legend:
- TOA Nomination Study Area
- County Boundaries
- State Boundary
- 10 Miles
- 1/50,000 scale

This map was prepared for the Town of Tonawanda and the New York State Department of State with data funds provided through the Rural Development Opportunity Areas Program.

Labelia Project No: 2151300

Figure 3: Community Context
Figure 4: Study Area Context
STRATEGIC AREAS SELECTION

When the Steering Committee initially met they wanted to address redevelopment and/or cleanup of 11 sites within the TOA boundaries. Each of these sites, the committee felt, was important to realizing a comprehensive redevelopment strategy for the Tonawanda Opportunity Area. The sites were selected because either the Town or County was or had been actively involved in their cleanup, or the sites would become future large underutilized sites that would have significant negative impacts on the revitalization of the area.

Initial 11 sites under consideration for Strategic Sites
The sites were also selected based on a set of criteria including:

- Transportation access to River Road, Interstate 190/290 and other local roads;
- Level of contamination;
- Niagara River access or views;
- Properties owned by cooperative owners;
- Adjacency to other key sites;
- Impact on jobs, investment, and taxes;
- Consistency with New York State’s “Shovel Ready” Criteria (i.e. site has been remediated, has permits in place, etc.); and
- Level of public ownership which often makes redevelopment easier.

However, the committee recognized that having 11 properties selected as strategic sites would dilute the level of analysis of the Tonawanda Opportunity Area and, more importantly, discourage a comprehensive master plan approach with so many disparate properties.

Consequently, the steering committee decided to combine the 11 sites into five separate “Strategic Areas” based on:

- Common uses;
- Level of readiness for redevelopment opportunities;
- Connectivity for future road and multi-modal access as well as infrastructure improvements; and
- Character of surrounding land uses.
The initial five sites, as shown below, have been further reduced to four areas as shown in Figure 5.

The final four strategic areas, as described on the following pages, include:

1. MileView
2. United
3. Niagara River World/INS/Cherry Farm
4. Huntley/Sawyer
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MILEVIEW STRATEGIC AREA

The MileView Strategic Area was the only strategic area that was given a “branded” name. The MileView name reflects the very early history of Western New York. Prior to the establishment of the Holland Land Office and the subsequent surveying of land, a “mile strip” known as the New York Reservation was in existence along the Niagara River from Lake Ontario to Lake Erie. The mile strip was owned by New York State while the remainder of the lands in Western New York was still owned by the Seneca tribe of Indians (www.newyorkroots.org). This area was therefore developed and sold off independently of the Holland Land Purchase land survey and sales.

As a result, the distance between the Niagara River and the 1-290 is a mile long in the area where the TOA is located. Many of the parcels, which are long and narrow, are also a mile long. Thus the MileView named was created to recognize this unique history and also to brand its incredible views of, and access to, the Niagara River.

The MileView Strategic Area is bordered by the City of Tonawanda to the east, the Niagara River to the north, the 1-290 to the south and a National Grid right of way to the west. This is the largest Strategic Area in the TOA and includes the Riverview
Solar Technology Park, several truck terminals, Two Mile Creek and a small portion of the City of Tonawanda.

Many of the long, narrow parcels that are a legacy of the New York State Reservation still exist today. They do not lend themselves to redevelopment (developers prefer wider parcels) and they have no internal road access. Currently, River Road provides great access to Interstates 190, 290 and the Grand Island bridges, but it is a four lane highway that cuts off access to the Niagara River for many of the “mile strip” parcels within the Strategic Area. Many of the sites within this Strategic Area are either already clean or have been cleaned up of any environmental contaminants.

The primary goals of this Strategic Area were to provide better internal road and multi-modal access, build on the success of the Riverview Solar Technology Park and to provide better access from the “mile strip” parcels to the Niagara River.
UNITED STRATEGIC AREA

The United Strategic Area is primarily one site owned by United Refining that includes property north and south of River Road. There are several other small sites within the Strategic Area including one being developed by Mike Tiedeman for waterfront residential condominiums. The area is bounded on the east by the Seaway Landfill, on the west by Interstate I-190, on the north by the Niagara River and on the south by National Grid right of way.

Currently the area is significantly underutilized. Multiple tanks have been removed from the site, other tanks are in bad condition and the buildings on the site have not been maintained or upgraded. There is a portion of the United Refining parcel of approximately 5 acres on the southwest corner of the site near the exit ramp for Interstate 190 that could be developed and is apparently not contaminated. The Waterfront Land Use Plan (2014) explored the possibility of converting portions of the waterside United Refining parcel into a Riverfront Park.

The steering committee agreed to include the site as a Strategic Area because of its advantageous location and obvious potential to be vacant in the future. However, the committee also agreed not to develop any plans for the site because there were too many unknowns at this time with the site, and other sites were more important to address.
NIAGARA RIVER WORLD / INS / CHERRY FARM STRATEGIC AREA

The Niagara River World and Cherry Farm sites were initially two separate Strategic Areas. But because of their proximity to each other they were combined into one Strategic Area that also includes the former INS Equipment site at 4111 River Road. The boundaries of the site are best described by addresses because of its irregular shape: 4000, 4002, 4010, 4100, 4111, 4290 and 4293 River Road.

The three key properties in the Strategic Area are the Niagara River World undeveloped parcel (4002 River Road), the former INS site now owned by Erie County (4111 River Road), and the Cherry Farm landfill property (4290 River Road). The Niagara River World site and the INS site have both been cleaned up of any environmental contaminants. The Cherry Farm landfill has been capped and groundwater is being continuously treated at the site.

Owners at the Niagara River World site have one of the most valuable properties with 50 acres and 1/3rd of a mile of waterfront. The INS site has been purchased by Erie County potentially for use as a future yard waste recycling facility. Design plans for a community waterfront park have been completed for the Cherry Farm property.
HUNLEY / SAWYER STRATEGIC AREA

The last Strategic Area is dominated by the recently retired Huntley Power Plant. The Plant closed in March 2016, about six months after the TOA project started. The Huntley property includes 93 acres along the Niagara River and River Road on the southern boundary of the TOA. Huntley Power LLC owns the site.

There are also an additional 11 properties on the south side of Sawyer Avenue included in the Strategic Area as well as 3445 River Road which is owned by Erie County (Sumitomo is considering purchasing the property for redevelopment purposes). Two National Grid sites are also included.

Similar to the United Strategic Area, the steering committee decided to make this location a Strategic Area to take advantage of future BOA tax credits and economic development grant opportunities. However, plans were not developed for this site because it is anticipated that redevelopment of the site, and associated coordination with owner Huntley Power LLC, will be a long term redevelopment opportunity.

There are several significant benefits of the entire Strategic Area:

- Adjacency to the expanding Sumitomo tire plant;
- 4,000 lineal feet of waterfront; and
- Direct access to Interstate 290.
ENVIRONMENTAL REVIEW PROCESS

An important aspect of this Step 2 Nomination Plan is that the State’s environmental review process and requirements have been incorporated within the planning process and within this document. In New York State, most projects or activities proposed by, funded by, and/or approved by a state agency or unit of local government require an environmental impact assessment as prescribed by 6NYCRR Part 617 State Environmental Quality Review (SEQR). In the case of this particular Brownfield Opportunity Area (BOA) Plan, it has been determined that a Generic Environmental Impact Statement (GEIS) must be prepared.

This Step 2 Nomination Plan goes beyond a typical Step 2 Plan by incorporating many aspects of a Step 3 Implementation Plan, including the Draft GEIS. The components of the GEIS are blended into this Step 2 Nomination Plan as illustrated in Table 1 below:

<table>
<thead>
<tr>
<th>BOA Step 2 Nomination Plan</th>
<th>GEIS Content</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 1 – Project Description and Boundary</td>
<td>Description of Proposed Action</td>
</tr>
<tr>
<td>Section 2 – A Vision for the NWOA</td>
<td>SEQR public hearing is conducted simultaneously with a public hearing on the BOA Plan</td>
</tr>
<tr>
<td>Section 3 – Analysis of the NWOA</td>
<td>Description of Environmental Setting</td>
</tr>
<tr>
<td>Section 4 – Implementation Strategy</td>
<td>Potential Significant Adverse Impacts Description of Mitigation Measures Description of Alternatives to the Proposed Action</td>
</tr>
<tr>
<td>Section 5 – Compliance with SEQR</td>
<td>Consistency with NYS CMP Coastal Policies GEIS References Conditions for Future Actions</td>
</tr>
</tbody>
</table>

The Town of Tonawanda will declare themselves Lead Agency concerning this blended Plan/GEIS. They will coordinate review with involved and interested agencies including the City of Tonawanda, New York State Department of State (NYSDOS), New York State Department of Environmental Conservation (NYSDEC), New York State Department of Transportation (NYSDOT), New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP), Federal Emergency Management Agency (FEMA), U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service.
(USFWS), Greater Buffalo Niagara Regional Transportation Council (GBNRTC), and the Niagara County Planning Department.

The Town of Tonawanda will skip the process of completing a full Environmental Assessment Form and will instead, upon accepting this document as acceptable and complete, issue a positive declaration and move forward with the GEIS process. A final public hearing will be conducted to receive verbal comments. The public hearing will begin a required minimum 30-day comment period in which the public and interested/involved agencies can comment on the Plan/GEIS. All responses to substantive comments will be included in the Final GEIS.
SECTION 2

A VISION FOR THE

TONAWANDA OPPORTUNITY AREA
The Town of Tonawanda, in cooperation with Erie County, completed a Step 1 Brownfield Opportunity Area (BOA) study – the Tonawanda Opportunity Area (TOA) Pre-Nomination Plan – that provided a vision of potential redevelopment strategies in 2012. Since the Pre-Nomination TOA Plan was completed, the Town has been busy. A Waterfront Land Use Plan has been completed and the Town’s Comprehensive Plan was also updated.

Several significant economic development projects have also been implemented including new buildings for First Source, FedEx, Unifrax, MJ Mechanical Services and other projects at the North Youngmann Commerce Park. Both the plans and projects completed are aligned and consistent with each other, and the TOA plan, which is a testament to the Town’s leadership, boards and staff.

The goal of the Step 2 TOA Nomination Plan therefore, was to refine and build upon the vision from the Step 1 Pre-Nomination Study and continue the momentum created by the recent development projects. Therefore the Town expanded the boundary of the TOA for the Step 2 Plan to develop a vision for the entire River Road Corridor in the Town.

Prior to developing this study, relevant existing plans were reviewed to insure key recommendations from the existing plans were either incorporated or refined in the Step 2 Plan. In addition, a Public Participation Plan insured the project process was transparent by engaging the community through a local steering committee, public meetings, stakeholder meetings and a project website. The public and stakeholder participation helped define the key elements that were included in the final Master Plan that was developed.

EXISTING COMMUNITY AND REGIONAL PLANS

In addition to revisiting the Step 1 TOA Plan, multiple community and regional plans were reviewed to develop the vision for the Step 2 plan including:

- Town of Tonawanda 2014 Comprehensive Plan Update
- Waterfront Land Use Plan (2014)
- Waterfront Corridor Landscaping Plan (2014)
- Tonawanda Tomorrow (2017)
- Town of Tonawanda Amended Local Waterfront Revitalization Program (2008)
- One Region Forward: A New Way to Plan for Buffalo Niagara (2015)
- A Strategy for Prosperity in WNY: WNYREDC (2011)
The Town of Tonawanda 2014 Comprehensive Plan Update (Comprehensive Plan Update) is an update of the 2005 Comprehensive Plan and provides a framework for managing and adapting to change in the foreseeable future. The plan serves as the basis for the Town’s land use and zoning decisions. It provides a clear assessment of where the Town is now, a vision for the future based on where residents would like to be, and concrete recommendations and strategies to help get there.

Key Relevant Recommendations

Support the preservation of environmental resources and the continued remediation of former waste sites.

Promote smart, sustainable and well-planned economic development opportunities.

Improve connectivity throughout the Town, particularly to and along the waterfront and improve public access to waterfront assets.

Encourage the productive re-use of challenged real estate.

Promote connectivity between neighborhoods and commercial centers, including pedestrian and bicycle accommodations.

Work with State and County agencies on economic development efforts to increase opportunities in the Town.
WATERFRONT LAND USE PLAN (2014)

The 2014 Waterfront Land Use Plan (WLUP) aims to balance the Town’s industrial heritage and existing industrial businesses with the ever evolving economies and changing community development preferences along the Niagara River waterfront. The WLUP provides recommendations to promote sustainability, protect and enhance the area’s natural and cultural resources, foster long-term economic viability, enhance community character and sense of place, improve multi-modal linkages, and explore opportunities for regional collaboration. All portions of the TOA within the Town of Tonawanda are included in the WLUP study area.

Key Relevant Recommendations

Increase public access to and views of the waterfront.

Encourage adaptive and beneficial reuse of vacant industrial facilities and landfill sites.

Expand connectivity to and through the study area (River Road Corridor).

Work with State and Federal partners and private landowners to implement environmental remediation at known sites.

Pursue brownfield redevelopment funding and encourage more eco-friendly industries (e.g. Riverview Solar TechPark).

Invest in public improvements to improve the Town’s “climate” for private investment.
Clockwise from top – Riverfront Park, Cherry Farm Park and Aqua Lane Park were recommended in the WLUP
The Waterfront Corridor Landscaping Plan (WCLP) is the first of a multi-phase effort to landscape four roadways that the Town designated as waterfront corridors. The goals of the WCLP are to improve corridor aesthetics, visually reconnect with the Niagara River, and to improve bike/pedestrian infrastructure. The WCLP provides detailed, site specific recommendations along the River Road corridor and general recommendations along Grand Island Boulevard and Sawyer Avenue. The WCLP also proposed various bicycle/pedestrian paths/trails throughout the greater TOA area.

**Key Relevant Recommendations**

**Improve Corridor Aesthetics:** Removal or replacement of chained link fences and the addition of trees and other landscaping on both public and private properties will improve corridor aesthetics.

**Enhance Views to the River:** Selectively remove trees in key areas along River Road to open up views of the Niagara River.

**Improve Bike/Pedestrian Infrastructure:** Provide for better separation between the Riverwalk on portions south of the Grand Island Bridge, and for areas where there are unsafe or limited connections of the trail, provide small parking areas to allow bikers or pedestrians to start at safe points.

**Stakeholder Prioritization:** Focus on the low hanging fruit like public authorities or utilities to initiate landscaping improvements on their property.
TONAWANDA BROWNFIELD OPPORTUNITY AREA PRE-NOMINATION STUDY (2012)

The Tonawanda BOA Pre-Nomination Study is the first of a three step process to develop a State sponsored strategic plan to revitalize vacant, underutilized, abandoned, and brownfield sites. This initial plan developed an initial master plan that was used as the basis for the Step 2 Plan. The study identified 29 properties (47% of the land area) as vacant/underutilized/brownfield sites. It also determined opportunities and constraints related to the redevelopment of these properties and the TOA in general.

Key Relevant Recommendations

**Increase Internal Access:** Install a north-south boulevard that connects to a street grid to provide access into internal sites along the mile strip.

**Enhance Access to the River:** Put River Road on a “road diet” to make it narrower so it will be easier for pedestrians to cross and safer for bicyclists.

**Embrace Sustainability:** Encourage placement of solar panels on brownfield properties and incorporate natural areas into new and existing development.

**Continue Development:** Redevelop vacant and underutilized sites to increase job opportunities and increase tax revenue.
TONAWANDA TOMORROW (2017)

In cooperation with the UB Regional Institute and the Clean Air Coalition of Western New York, the Town of Tonawanda developed an economic development action plan to address the Huntley Power Plant closing. The plan also focused on the future economic restructuring of the Town of Tonawanda’s economy, its labor force, and ways to create or enhance the community.

“Tonawanda Tomorrow is a community-driven initiative for growing a 21st Century economy. Developed by a broad community partnership led by the Town of Tonawanda, the plan charts a path for advancing Tonawanda as a key regional economic hub, with good-paying jobs, a workforce to fill them, and a vibrant community that builds on what makes Tonawanda a great place to do business and raise a family.”

Key Relevant Recommendations

Position the town of Tonawanda as a regional center for sustainable manufacturing and trade.

Cultivate tools, programs, and ownership solutions that can pave the way for increased public access to the water.

Enhance walkability and diversity of transportation options to retain and attract residents and make the Town more sustainable.

Connect Tonawanda’s recreation and tourism attractions and niches to regional destinations and initiatives.
The 2008 Local Waterfront Revitalization Program (LWRP) amended the approved 1996 LWRP by decreasing the area’s boundary while still protecting waterfront resources, particularly views and aesthetics along the River Road Corridor. Following an existing conditions and market analysis, a series of waterfront revitalization programs, policies, and projects were recommended.

**Key Relevant Recommendations**

- **Restore, revitalize, and redevelop** deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.

- **Protect, maintain, and increase** the level and types of access to public water-related recreation resources and facilities.

- **Redevelop the Cherry Farm site** for a mix of active and passive water-dependent and water-enhanced recreation uses.

- **Protect and enhance** the scenic vistas of the town’s shoreline.

- **Update the appearance** of River Road by providing trees and landscape plantings that are suitable for a roadside location.
ONE REGION FORWARD: A NEW WAY TO PLAN FOR BUFFALO NIAGARA (2015)

With financial support provided by the Federal Department of Housing and Urban Development, the UB Regional Institute along with various partner entities developed the One Region Forward Plan to help the region coordinate how it invests federal, state, and local dollars. A series of complementary strategy documents were created which focused on specific issues such as food access, climate change, and housing. The plan assesses existing conditions, includes an exhaustive public participation process, and proposes strategies and actions which provide the basic framework for moving the region toward a more sustainable, resilient, prosperous and opportunity-rich future.

Key Relevant Recommendations

Establish Mechanisms to Manage Brownfields: Strengthen the land bank, redouble brownfield efforts, and continue to promote “shovel ready sites.”

Promote a More Compact Pattern of Development: Provide capacity for municipalities to revise zoning codes, promote form-based codes, and locate new public facilities strategically.

Develop a Regional “Hub and Corridor” Transportation System: Joint development as a value capture strategy, complete streets, corridor makeovers, bicycle infrastructure.

Promote Renewables Locally: Create infrastructure for renewables, create the market for distributed energy production, and public buildings lead the way.
As part of Governor’s Cuomo’s Regional Economic Development agenda, the 10 regions in New York State were required to prepare a Strategic Plan in 2011 to outline goals, projects and priorities that would promote regional economic development. The Western New York Regional Economic Development Council prepared *A Strategy for Prosperity* and one of its primary objectives was to encourage Smart Growth policies. One of the key Smart Growth policies was to redevelop brownfield sites.

**Key Relevant Recommendations**

**Accelerate Brownfield Redevelopment:** “Accelerating the redevelopment of brownfields sites (that have historically taken 5-8+ years to get ready) will provide more shovel-ready sites in areas already served by infrastructure. Promoting this type of focused redevelopment can enhance smart growth rather than continued greenfield development that contributes to sprawl.”

**Restore and Protect Water Resources, Open Spaces and Habitat:** Protection of water resources is not only an environmentally smart strategy, but water resources should also be protected to attract economic development.

**Enhance Public Access to Waterfront Areas:** Improving public access to water resources improves the region’s quality of life and tourism economy. Access can be provided with trails and other infrastructure investments.

**Tourism is a Key Regional Economic Driver:** The plan promotes improving the quality of the tourism product in Western New York including Tonawanda.
STEERING COMMITTEE INPUT

A TOA steering committee was formed by the Town of Tonawanda and included individuals from the Town staff, Erie County staff, corridor businesses, Town Planning Board, Town Board, State agencies, regional groups, and the City of Tonawanda. The Steering Committee was a key player in the development of the Master Plan and also provided valuable input and feedback throughout the duration of the project. Members of the steering committee appointed in 2015 included:

- Joe Emminger, Deputy Supervisor, Town of Tonawanda
- James B. Jones, P.E. Town Engineer, Town of Tonawanda
- Michael J. Kaiser, Director of Technical Support, Town of Tonawanda
- Jim Hartz, Director of Community Development, Town of Tonawanda
- John Dorn, Deputy Town Attorney, Town of Tonawanda
- John Bargnesi, Councilman, Town of Tonawanda
- Sue Barnes, Grant Administrator, Town of Tonawanda
- Rick Davis, Mayor, City of Tonawanda
- Paul Kranz, P.E., Department of Environment and Planning, Erie County
- Ken Swankamp, Department of Environment and Planning, Erie County
- John Cappellino, Erie County Industrial Development Agency
- Chris Bauer, BOA Coordinator, NYS Department of State
- Greg Sutton, NYS Department of Environmental Conservation
- Robert G. Shibley, Dean of the School of Architecture and Planning, University at Buffalo
- Greg Stevens, Chairman, Niagara River Greenway Commission
- Tim Boyle, Vice President, NOCO Incorporated
- Adam Walters, Board Member, Buffalo Niagara River Land Trust
- Ken Rawe, P.E., Business and Property Owner, Triad Recycling and Energy Corp.
- Bonnie Leto, Business and Property Owner, Niagara River World
- Rick Brant, United Refining
The Steering Committee met four times to review products and provide input on the following:

- October 7, 2015 - Kickoff meeting to introduce the project and discuss the project scope, schedule and first steps.

- January 29, 2016 - Review of existing conditions and discussion of findings from a Public Meeting held the night before on January 28, 2016.

- June 26, 2016 - Review of stakeholder input, Economic and Market Analysis, final Strategic Areas and the direction of the Master Plan.

- March 29, 2017 – Delivery and discussion of special reports (Site Profiles, Phase 1 Environmental Assessments, INS site survey), Developer Forum planning and Master Plan sketch review.

The initial sketch concept Master Plan was reviewed at the March 29, 2017 meeting and input led to significant changes for the MileView Strategic Area concept plan.
STAKEHOLDER ENGAGEMENT

Stakeholders met with the consultant team on April 7-8, 2016 for informal dialogue sessions. The discussions provided an opportunity for the consultant team to introduce the TOA project objectives to participants, for the stakeholders to provide information based on a series of questions asked by the consultant team, and for the consultant team to understand the stakeholders’ thoughts and opinions on:

- The Step 1 Plan;
- Assets in the area;
- Impediments to redevelopment;
- Opportunities/Vision for future redevelopment in the area;
- Potential projects in the area; and
- Needed amenities, improvements to infrastructure or circulation.

Stakeholders included an assortment of individuals and organizations representing businesses, property owners and public agencies that play a role in redevelopment within the Tonawanda Opportunity Area (TOA).

Stakeholder comments were divided into six categories:

- Current assets in the TOA;
- Impediments to redevelopment in the TOA;
- Future opportunities in the TOA;
- What areas should receive the highest priority;
- Uses that stakeholders would like to see more of; and
- Uses that stakeholders would like to see less of.
A summary of stakeholder comments included (all comments included in the appendices):

**Current assets in the TOA**
- Waterfront and Waterfront access
- Road access
- Riverview Solar Technology Park

**Impediments to redevelopment in the TOA**
- Real and perceived environmental issues
- Industrial history, contamination, and legacy issues
- Traffic on River Road

**Future opportunities in the TOA**
- Transportation improvements – road diet and roundabout
- Increased trails
- Coordinating with developers (at a national level) that have invested in these types of properties and are not as weary of working with brownfields
- Incentives for businesses/industry to locate here

**What areas should receive the highest priority?**
- Implement road diet on River Road/Complete Streets
- Add to the trail network, especially between Riverview Solar Technology Park and Riverwalk
- New Boulevard concept connecting River Road to North Youngmann Commerce Center with a round-about
- Addition of a stop light or round-about at intersection of River Road and Riverwalk Parkway
- Interior road connections from the proposed New Boulevard to Riverwalk Parkway

**Uses that stakeholders would like to see more of**
- Industrial/Light industrial
- Office (in north half)
- Warehouse
- Trails

**Uses that stakeholders would like to see less of**
- Residential (use not appropriate)
PUBLIC PARTICIPATION

A comprehensive public participation plan included public meetings and a project website. Public meetings were publicized with press releases to the Buffalo News, local television station and local radio stations. Ads were also placed within the Ken-Ton Bee which is delivered to every household in the Town and available at public places and private businesses such as restaurants. Town Board and other town boards (Planning, Zoning) were notified about meetings as well. For the last public meeting notices were sent out to the Tonawanda Tomorrow project’s e-mail list.

PUBLIC MEETINGS

Two public meetings were held during the course of the project to get input from the public. The first public meeting was held at the NOCO Pavilion on January 28, 2016 and provided participants with an opportunity to review and comment on:

- Step 1 Pre-nomination Plan;
- Existing concepts for Cherry Farm Park, Aqua Lane, and River World;
- Concepts for internal roads and trails;
- Which sites, of the initial 11 selected, were the most strategic; and
- The expanded boundary.

Participants at the first public meeting review and comment on concepts for parks along the Niagara River
Comments from the 1st public meeting included:

- Improve pedestrian and bicycle safety and connections (to Downtown and Grand Island) on River Road south of the Grand Island bridge; add sidewalks on Pirson Parkway and Riverwalk Parkway.

- Continue efforts to develop Cherry Farm Park and incorporate an Erie Canal History component.

- River Road “diet” should be advanced to slow traffic and improve pedestrian safety.

- Initial Gateway Strategic Areas like Cherry Farm / NRG Fly Ash and United should not be ignored because they are gateways into the area.

A second and final public meeting was held on July 13, 2017 at the Philip Sheridan School to get input from the public on the concept master plans, green infrastructure initiatives and road plans.
Comments from the second public meeting included:

- Trails and opening up views to the Niagara River are great ideas.
- Private investment in the area is a positive.
- Concerns about roundabout and road narrowing with truck traffic.
- One challenge is convincing owners of properties to sell and make concept plans a reality.
- Green infrastructure and alternative energy (solar panels) concepts should be implemented.
- Location near roadways and downtown should be a plus.
- Final plan should articulate relationship of this plan to overall Tonawanda development strategy.
GEIS PUBLIC HEARING

As described previously, this Step 2 Nomination Plan includes a blended Draft GEIS. The Town of Tonawanda, acting as Lead Agency, will conduct a public hearing to receive final comments.

PROJECT PROMOTION

As part of the community engagement plan a project website, www.townawandaopportunity.com was established to provide online information about the project. Information on meetings, existing conditions, related projects, and concept plans were posted on the website as the project progressed. Comments could also be entered on the website for those who could not attend public meetings.

Screenshot of the project website

The project was also promoted through meetings with the Town Board and meetings with associated groups including the Buffalo Erie Niagara Land Improvement Corporation. Tonawanda staff, consultants and other steering committee members also provided periodic updates to the Town Planning Board.
On May 2, 2017 the Town of Tonawanda hosted a well-attended and successful Developers Forum at the Niawanda Park Pavilion. More than 50 participants including most of the major area developers, local economic development partners, Town and County staff attended the event. Information on the Tonawanda Opportunity Area Master Plan, available sites, funding opportunities and case studies were presented at the event.

A development portfolio package listing available sites and contact information was distributed to all attendees. The package was used as a guide for a bus tour of available sites. As a result of the Forum, several developers have contacted the Town regarding potential development sites in the River Road Corridor.

Participants at the Developers Forum listen to a brownfield case study from Batavia, NY
The Tonawanda Opportunity Area Master Plan includes concept plans for two Strategic Redevelopment Areas in a larger 2,362 acre area in the Town and City of Tonawanda along approximately 4.5 miles of Niagara River waterfront. He plan is based on the TOA vision, goals, and strategies:

**VISION**

The Tonawanda Opportunity Area will become a sustainable mixed use neighborhood providing residents, businesses, and tourists with new living, working, and recreational opportunities along an accessible Niagara River waterfront.

**GOALS AND STRATEGIES**

**RECLAIM THE WATERFRONT:** Reconnect sites in the Tonawanda Opportunity Area with the area’s most significant natural resource – the Niagara River – and other sites in the region.

**Improve access to the Niagara River**
The TOA is blessed with 4.5 miles of Niagara River waterfront and improvements to River Road and additional trail connections to the River will help reconnect the waterfront.

**Take advantage of the area’s strategic location in the Buffalo Niagara region**
The TOA is in the geographic center of the Buffalo Niagara Region with excellent transportation access and waterfront access.

**Focus on roadway and other infrastructure investments to drive economic development projects**
Significant investments in roadway and infrastructure improvements will be needed by both the public and private sectors to provide access to interior TOA sites and from those sites to the waterfront.
RESTORE THE RIVER ROAD CORRIDOR: Re-purpose land and buildings for productive re-use and environmental renewal to support the sustainable, long term revitalization of the River Road corridor.

Induce redevelopment of underutilized and vacant properties in the River Road corridor
Advancing redevelopment and re-purposing of vacant and underutilized sites with a focused and strategic approach based on the market will restore the vitality of the area.

Incorporate sustainable development strategies including clean energy and green infrastructure
Implementing clean energy strategies and green infrastructure at private and public development sites will improve resiliency and promote sustainability.

REBRAND: Change the image of the River Road Corridor by introducing new uses and promoting high quality design.

Re-zone areas of the Tonawanda Opportunity Area to promote more mixed use development
Re-zoning industrial land for mixed use development will support the market for more commercial and residential uses that will provide a new image for the River Road corridor.

Adopt or update Design Guidelines
New residents, businesses and tourists invest in areas that provide a high quality of amenities and design.
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SECTION 3

ANALYSIS OF THE TONAWANDA OPPORTUNITY AREA
Prior to redeveloping any site an investor reviews the opportunities, constraints and risks with that site. Part of that review is an inventory and analysis of the site’s zoning, land use, proximity to utilities, road access, flood risks, potential contamination and natural or cultural resources.

Concurrently or before a review of property characteristics most developers have also performed an economic and market analysis of the area. Results of the analysis will help the developer understand if there is a demand for the type and scale of uses being proposed.

This section provides an inventory of all the properties in the Tonawanda Opportunity Area (TOA) to understand the prospects for future development and any potential impediments that may discourage development. A separate Economic and Market Analysis of the TOA, Tonawanda area, and the greater Metropolitan region was conducted to define what uses are most feasible within the TOA overall (see Appendices). The report was complemented by a Real Estate Market Analysis.
INVENTORY AND ANALYSIS

In order to identify opportunities and constraints in the Tonawanda Opportunity Area an inventory of factors that influence development is required. This section provides more detailed information on various factors that influence the location, size, character and use of future redevelopment and development in the TOA. The characteristics reviewed under the Inventory and Analysis section include: land use, zoning, underutilized sites, transportation systems, infrastructure systems, land ownership, parks, natural resources, and historic resources.

DEMOGRAPHICS

The population of the Town, including the Village of Kenmore, is 73,538 persons according to the 2014 American Community Survey 5-year estimates and it is the third largest Town in Erie County. Since 2000 the Town has lost 4,617 persons or nearly six percent of its population. Both the City of Tonawanda and Erie County also lost population during the same period. Portions of Census Tracts 78, 83 and 84 are within the TOA as shown in Figure 6. However, there are very few residential properties within the TOA boundary. Therefore, the Census/American Community Survey population and housing data reflects conditions in residential areas near or adjacent to the TOA. All the Census Tracts in the TOA lost population between 2000 and 2010 as exhibited in Table 2. Population losses ranged from seven percent to 10 percent in the TOA Census Tracts. However, Census Tracts 78 and 83 had moderate population increases between 2010 and 2014.

Table 2: Population within the Town, Region, and TOA Census Tracts

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2000</td>
<td>2010</td>
<td>2014</td>
</tr>
<tr>
<td>Census Tract 78</td>
<td>5,615</td>
<td>5,206</td>
<td>5,452</td>
</tr>
<tr>
<td>Census Tract 83</td>
<td>2,864</td>
<td>2,584</td>
<td>2,592</td>
</tr>
<tr>
<td>Census Tract 84</td>
<td>2,678</td>
<td>2,406</td>
<td>2,373</td>
</tr>
<tr>
<td>Census Tract Totals</td>
<td>11,157</td>
<td>10,196</td>
<td>10,417</td>
</tr>
<tr>
<td>City of Tonawanda</td>
<td>16,136</td>
<td>15,130</td>
<td>15,048</td>
</tr>
<tr>
<td>Town of Tonawanda</td>
<td>78,155</td>
<td>73,567</td>
<td>73,538</td>
</tr>
<tr>
<td>Erie County</td>
<td>950,265</td>
<td>919,040</td>
<td>920,694</td>
</tr>
<tr>
<td>New York State</td>
<td>18,976,457</td>
<td>19,378,102</td>
<td>19,594,330</td>
</tr>
</tbody>
</table>

Source: US Census Bureau 2000 and 2010 SF1 Decennial Census, American Community Survey 2010-2014 Estimates
Residents in the Town tend to be older than residents in the City of Tonawanda and Erie County. In 2014, the median age of residents in the Town was 43.3 years old compared to the City’s 41.6 years old and County’s 40.5 years old.

A majority of the Town’s (71.8%), City of Tonawanda’s (71.8%), and Erie County’s (65.1%) housing units are owner occupied according to the 2014 American Community Survey. A recent estimate (2014) of the Town’s median housing value is $115,000 compared to the City of Tonawanda’s median housing value of $91,300 and County’s median housing value of $126,700. The Town’s 2014 median household income estimate was $53,603, while the City of Tonawanda’s was $46,026 and the County’s was $51,050.
EXISTING LAND USE

Land use in the Tonawanda Opportunity Area is varied due to its large size (see Table 3 and Figure 7).

Dedicated parkland occupies 63 acres (3%) of the TOA. This includes the County-owned Isle View County Park, Riverwalk Park, and the Riverwalk multi-use path, all located along the northwest side of River Road as well as open space in the western portion of the North Youngmann Commerce Center. Although not classified as dedicated parkland or open space (nor included in the above acreage) playgrounds, green space, and additional multi-use paths can be found at Kaufman Playground, Tonawanda Firemen’s Park, and along the east side of Two-Mile Creek Road.

Residential land within the TOA occupies approximately 9 acres (<1%). A handful of these 40 residential properties are located along Two Mile Creek Road while the majority are located along James, Kaufman, and Sawyer Avenues. These houses are predominantly single family homes in fair to good condition; however, they are surrounded by vacant and active industrial uses.

Commercial and mixed use properties occupy approximately 46 acres (2%) of the TOA. This includes several auto repair shops and a cabaret along Sawyer Avenue, a marina northwest of the intersection of River Road and James Avenue, the INS scrap yard, a firewood processing plant along Two Mile Creek Road, and an auto store and restaurant located near the intersection of River Road and Two Mile Creek Road.

More than 13 acres (<1%) in the TOA is used for institutional and cultural uses. This includes the River Road Fire District No. 3 station, the Tonawanda Firemen’s Park, and the Public Safety Training Facility on Fire Tower Drive.

Industrial, manufacturing, and warehousing uses are prevalent throughout the TOA occupying 733 acres (31%). Major industrial, manufacturing, and warehousing businesses that are located within the TOA include Tonawanda Coke, Niagara River World, NOCO, United Refining, Co-Steel (recently sold), and Con-Way. Smaller industrial uses, many of which are underutilized, can be found along Sawyer Avenue. Highly successful, visible, and in many cases recent industrial uses have sprung up in the Riverview Solar Technology Park (Fed-Ex and Unifrax), within the Fire Tower Industrial Park (Unifrax), within the North Youngmann Commerce Center (First Source, MJ Mechanical Services, and Unifrax), and within the Spaulding Commerce Center (Simmers Crane Design & Service). One of the unique characteristics of many
of the industrial properties is that they are relatively large and narrow with no public infrastructure and utilities extending to the rear of the properties.

**Infrastructure** and **utility** properties occupy approximately 780 acres (33%) of the TOA. These uses include railroad and major overhead electric corridors, the recently retired Huntley Power Plant and fly ash landfill, the Water Treatment Plant, the Waste Water Treatment Plant, and the old Town of Tonawanda Landfill, Cherry Farm Landfill, and Seaway Landfill.

There is a significant number of **vacant** buildings and properties throughout the TOA. More than 633 acres (27%) or 85 properties within the TOA are considered vacant. This includes vacant riverfront property owned by Tonawanda Coke and vacant properties within the Riverview Solar Technology Park, North Youngmann Commerce Center, and Spaulding Commerce Center.

Lastly, nearly 85 acres (4%) of the TOA is used for **public road rights-of-way**.

**Table 3: Land Use in the TOA**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Area</th>
<th>Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acres</td>
<td>Number</td>
</tr>
<tr>
<td>Dedicated Parkland &amp; Open Space</td>
<td>62.73</td>
<td>13</td>
</tr>
<tr>
<td>Residential</td>
<td>8.96</td>
<td>40</td>
</tr>
<tr>
<td>Commercial &amp; Mixed Use</td>
<td>46.23</td>
<td>11</td>
</tr>
<tr>
<td>Institutional &amp; Cultural</td>
<td>13.42</td>
<td>4</td>
</tr>
<tr>
<td>Industrial/Manufacturing/Warehouse</td>
<td>732.81</td>
<td>75</td>
</tr>
<tr>
<td>Infrastructure &amp; Utilities</td>
<td>780.11</td>
<td>63</td>
</tr>
<tr>
<td>Vacant</td>
<td>633.32</td>
<td>85</td>
</tr>
<tr>
<td>Public Road Rights-of-Way</td>
<td>84.70</td>
<td>NA</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,362.28</td>
<td>291</td>
</tr>
</tbody>
</table>

*Source: Town and City of Tonawanda Real Property Data (2013) with minor updates by LaBella based on recent developments*
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TONAWANDA OPPORTUNITY AREA

NOMINATION STUDY

EXISTING LAND USE MAP

1. Municipal Boundaries (White)
2. Strategic Areas
3. Non-Development Areas
4. Development Potential Areas
5. Existing Land Use Categories
6. Existing Land Use Categories

Strategic Areas
1. MileView
2. United
3. Niagara River World / INS / Cherry Farm
4. Huntley / Sawyer

Figure 7: Land Use in the TOA

TOWN OF TONAWANDA

LABELIA ASSOCIATES, L.P.C.

Labelia Project No: 2151380

2,000 Feet
1:34,000

This map was prepared for the Town of Tonawanda and the New York State Department of State with state funds provided through the Brownfield Opportunity Area Program.
EXISTING ZONING

The current zoning in the TOA (Figure 8) generally reflects current land uses. The Town’s zoning code was adopted in 1982 with many amendments since its adoption. The City’s zoning code was adopted in 1989, also with many amendments. Town zoning designations within the TOA include General Industrial, Performance Standards Use, Retail-Highway Commercial Use, Waterfront Business, Waterfront Industrial, and Waterfront Mixed Use Districts as well as the River Road Overlay District. City zoning designations within the TOA include Residential, Commercial, Manufacturing, and Spaulding Commerce Park Districts. Basic information (including a summary of permitted uses and special uses) about each zoning district found within the TOA is presented in Table 4. Consult the actual zoning code for a complete listing of permitted and special uses by district as well as other density, bulk, and setback requirements.

Town and City industrial /manufacturing zones occupy the greatest percentage of the TOA (82.5%) and include the Town’s General Industrial District, Waterfront Industrial District, and Performance Standards Use District as well as the City’s Manufacturing Zone. Most uses are allowed in these districts with the greatest use restrictions being found within the Waterfront Industrial District. These zones are occupy almost the entire southern half of the TOA and much of the northern half of the TOA starting approximately 1,100 feet east of River Road.

The City’s Spaulding Commerce Park District occupies 2.5% of the TOA and was created to detail exact use and design guidelines for the development of the Spaulding Commerce Center. Proposals for development must also meet site plan review requirements.

The various commercial and business zoning districts occupy 13.8% of the TOA and include the Town’s Retail-Highway Commercial Use, Waterfront Business, and Waterfront Mixed Use Districts as well as the City’s General Commercial Service District. Permitted uses are those that promote and accommodate the unique nature of the zones geographic location within the Town. Within the northern half of the TOA, the Town’s zones are located along River Road. Within the southern half of the TOA, the Town’s zones are located along portions of the west side of River Road. A wide variety of uses are permitted within the City’s general commercial zone which is located to the northeast of the Spaulding Commerce Center.

The City’s residential district occupies 1.1% of the TOA and is located along the east side of Two Mile Creek Road and to the south of the Spaulding Commerce Center.
## Table 4: Primary Zoning categories within the TOA

<table>
<thead>
<tr>
<th>Zone</th>
<th>Permitted Uses (Summary)</th>
<th>Special Uses Permitted</th>
<th>Acres</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Town Zones</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G-I: General Industrial</td>
<td>Any use except: Prohibited Uses – residential uses (including hotels and hospitals), mining, junkyards, and waste transfer or disposal</td>
<td>Performance standard use permits may be required for any use</td>
<td>877.6</td>
<td>37.2%</td>
</tr>
<tr>
<td>P-S: Performance Standards Use</td>
<td>Any “appropriate” use except: Prohibited Uses – mining, junkyards, and waste transfer or disposal</td>
<td>Performance standard use permits required for all uses</td>
<td>0.6</td>
<td>0.0%</td>
</tr>
<tr>
<td>RHC: Retail-Highway Commercial Use</td>
<td>Restaurant, gasoline station, retail store, motel, hotel</td>
<td>Truck stop, travel plaza, other compatible commercial or retail uses</td>
<td>81.3</td>
<td>3.4%</td>
</tr>
<tr>
<td>WB: Waterfront Business</td>
<td>Park, trail, rec. area, professional office, laboratory, research and development, assembly of component parts</td>
<td>Retail, restaurant, lodging, training school, day-care center, warehouse, other compatible commercial</td>
<td>89.2</td>
<td>3.8%</td>
</tr>
<tr>
<td>WID: Waterfront Industrial</td>
<td>Park, trail, boat storage, light industry, assembly of component parts, wholesale and storage, warehouse, public utilities, research facility, business office, medical building</td>
<td>Industrial service/repair, retail, day-care center, commercial laundry plants, bottling plants, other compatible commercial/industrial</td>
<td>997.3</td>
<td>42.2%</td>
</tr>
<tr>
<td>W-MU: Waterfront Mixed Use</td>
<td>Park, trail, dock, fishing, boat-launching, picnic area, marina, yacht club, boatyard and storage, excursion and charter fishing, visitor center, motel, hotel, retail stores*, restaurants*, other water-enhanced uses* (* = maximum scale restrictions)</td>
<td>Combinations of permitted uses, water-dependent facility, other compatible uses</td>
<td>153.9</td>
<td>6.5%</td>
</tr>
<tr>
<td><strong>City Zones</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-1: Single-Family Residence</td>
<td>Single-family home, place of worship, private school, fire station, accessory uses</td>
<td>None</td>
<td>26.3</td>
<td>1.1%</td>
</tr>
<tr>
<td>C-M: General Commercial Service</td>
<td>Residential, retail, restaurant, bank, office, gas station, carwash, car service, etc.</td>
<td>None</td>
<td>2.7</td>
<td>0.1%</td>
</tr>
<tr>
<td>M-1: Manufacturing</td>
<td>Industrial uses, commercial uses, truck terminals</td>
<td>None</td>
<td>74.4</td>
<td>3.1%</td>
</tr>
<tr>
<td>SCD: Spaulding Commerce Park</td>
<td>Park, trail, retail, recreation, restaurant, office, medical, custom shop, light manufacturing, art/music/dance studio, wholesale, research facility</td>
<td>Industrial service/repair, public utilities</td>
<td>59.0</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Source: Town of Tonawanda Zoning Ordinance via ecode 360 – Adopted April 5, 1982 with amendments since City of Tonawanda Zoning Ordinance via municode – Adopted 1989. Online version up-to-date as of Sept. 16, 2015
The TOA is also impacted by the **River Road Overlay District** which is broken into three sub-areas including the business transitional area, the thruway impact area, and the light industrial corridor area (see Table 5 and Figure 8). In general, the River Road Overlay District does not restrict or prohibit any use that is allowable in the applicable underlying zoning district. Instead, it imposes additional general and sub-area specific site design standards and requirements.

The River Road Overlay District encompasses the River Road corridor extending from the border between the Town and City of Tonawanda to the northern boundary of the recently retired Huntley Power Plant. The overlay district extends into all properties on the waterfront side of River Road to a depth of 500 feet from the western right-of-way of River Road or to the Niagara River, whichever is less. It also extends into all properties on the inland side of River Road to a depth of 500 feet from the eastern right-of-way of River Road.

Within the River Road Overlay District, the **Business Transitional Area** is located between the City of Tonawanda and the northern property line of the Seaway landfill. In this area, high quality commercial development should support the establishment of a gateway entrance from the City of Tonawanda and complement views of the Niagara River. Specific design standards and requirements for this sub-area can be found within the zoning code.

Within the River Road Overlay District, the **Thruway Impact Area** is located between the northern property line of the Seaway landfill and the northern property line of Niagara River World. In this mixed use area comprised of commercial and industrial development, proposed parklands, NYS Thruway entrances and exits, and gateway to the Town’s waterfront, development should not degrade adjoining uses. Specific design standards and requirements for this sub-area can be found within the zoning code.

Within the River Road Overlay District, the **Light Industrial Corridor Area** is located between the northern property line of Niagara River World and the northern property line of the recently retired Huntley Power Plant. This area is characterized by a mix of heavy and light industrial uses and serves as a transition area to the heavily industrial area to the south. Specific design standards and requirements for this sub-area can be found within the zoning code.
Table 5: Overlay Districts within the TOA

<table>
<thead>
<tr>
<th>River Road Overlay District</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Transitional Area</td>
<td>68.8</td>
</tr>
<tr>
<td>Thruway Impact Area</td>
<td>159.5</td>
</tr>
<tr>
<td>Light Industrial Corridor Area</td>
<td>119.3</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>347.6</strong></td>
</tr>
</tbody>
</table>

Source: Approximated from legal description found in Town of Tonawanda Zoning Ordinance via ecode 360 – Adopted April 5, 1982

Currently, there are no other local, county, state or federal economic development designations in the TOA. However, the TOA is within the Local Waterfront Revitalization Plan (LWRP) boundary which makes projects in the TOA eligible for grant funds for land and water based construction projects through the New York Departments of State and Parks.
UNDERUTILIZED AND VACANT SITES

Due to the vast size of the Tonawanda Opportunity Area, underutilized and vacant sites were identified through an iterative process. This process included identification and mapping of land use, vacancy, and development potential, discussions with the Town and steering committee, subsequent environmental review, and ultimately a synthesis of the results.

During the first step, land use and vacancy maps were presented to the Town and steering committee. It was decided that valuable resources should not be spent researching properties that had little to no development potential. As such, the Town and steering committee chose a select group of properties that were either vacant or underutilized and had development potential.

**Vacant sites** have no visible operations or significant improvements, yet have development potential. **Underutilized sites** appear to be operating below capacity (i.e. fully or partially abandoned operations, large vacant areas, and/or non-compatible use) and have development potential. After several iterations, the Town and steering committee finalized the group of underutilized and vacant sites.

During the second step, environmental records for the underutilized and vacant sites were assessed. Publically available environmental site databases were researched to determine the numbers and locations of properties with known environmental issues. Reviewed Environmental Databases include the US EPA (CERLIS, RCRIS, and brownfields), National Response Center (ERNS), US Department of Energy (Consolidated Sites Database), and NYSDEC (spills, petroleum bulk storage, chemical bulk storage, major oil storage facilities, inactive hazardous waste sites, voluntary cleanup program, brownfield cleanup program, active disposal sites).

In addition, the Town and steering committee chose a select set of the underutilized and vacant sites as particularly important sites due to their key locations within Strategic Areas. For these sites more detailed Phase I Environmental Site Assessments (ESA) were conducted.

The third step involved combining the activity levels determined in Step 1 (underutilized versus vacant) with the environmental records found during Step 2 (Figure 9). Please note that the absence of environmental records does not necessarily indicate that the property is free of environmental hazards: it simply indicates that there are no publically available environmental records for that specific address.
As summarized in Table 6, the TOA includes 36 properties categorized as underutilized or vacant (regardless of their environmental status).

Eight of the properties are classified as underutilized sites. Of those, three had environmental records and five had no environmental records. The eight underutilized sites occupy approximately 253 acres in the TOA and are assessed at more than $5.6 million.

Twenty-eight of the properties are classified as vacant sites. Of those, nine had environmental records and 19 had no environmental records. The 28 vacant sites occupy approximately 207 acres in the TOA and are assessed at more than $2 million.
Figure 9: Underutilized and Vacant Sites

A lack of environmental records does not necessarily mean that the property does not have environmental hazards. It only means that there are no publicly available environmental records for that specific address.

Strategic Areas
1. MileView
2. United
3. Niagara River World / INS / Cherry Farm
4. Huntley / Sawyer

TOWN OF TONAWANDA
TONAWANDA OPPORTUNITY AREA
NOMINATION STUDY

Underutilized and Vacant Sites Map

Notes: 1. Undeveloped areas generally contain some form of physical improvement (a building, parking lot, etc); however, the site is either abandoned, not being used to its full potential, or is not being used for the intended purpose (e.g., a former industrial zone). Sites classified as vacant through the GIS database, and certain development potential.
   2. Environmental records were found for the area through a regulatory filing process.

Strategic Areas:
1. MileView
2. United
3. Niagara River World / INS / Cherry Farm
4. Huntley / Sawyer

LaFelle Project No: 2151300
## Table 6: Underutilized and Vacant Sites

<table>
<thead>
<tr>
<th>Site</th>
<th>Address</th>
<th>Owner</th>
<th>Land Use</th>
<th>Acres</th>
<th>Assessed Value</th>
<th>Zone</th>
<th>Overlay Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>66</td>
<td>4545 River Rd</td>
<td>United Refining Co</td>
<td>Fuel Storage &amp; Distribution</td>
<td>118.45</td>
<td>$772,500</td>
<td>WMU/ RHC/WID</td>
<td>Thruway</td>
</tr>
<tr>
<td>78</td>
<td>4111 River Rd</td>
<td>Erie County</td>
<td>Former Scrap Yard</td>
<td>29.23</td>
<td>$393,200</td>
<td>G-I</td>
<td>Thruway, Light Ind.</td>
</tr>
<tr>
<td>79</td>
<td>3500 River Rd</td>
<td>Huntley Power LLC</td>
<td>Former Coal Power Generating Station</td>
<td>93.58</td>
<td>$2,730,000</td>
<td>G-I</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total All Underutilized Properties with Publically Available Environmental Records</strong></td>
<td><strong>341.26</strong></td>
<td><strong>$3,895,700</strong></td>
<td>**     **</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>UNDERUTILIZED PROPERTIES WITH NO PUBLICCALLY AVAILABLE ENVIRONMENTAL RECORDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>5609 River Rd</td>
<td>Robert W. Ward</td>
<td>Commercial</td>
<td>1.57</td>
<td>$46,100</td>
<td>WID</td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>536 Two Mile Creek Rd</td>
<td>Polo Sarno</td>
<td>Residential</td>
<td>3.25</td>
<td>$120,000</td>
<td>M-1</td>
<td></td>
</tr>
<tr>
<td>74</td>
<td>3510 River Rd</td>
<td>Niagara Mohawk Power Corp</td>
<td>Former Substation</td>
<td>2.57</td>
<td>$1,494,915</td>
<td>G-I</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>185 Sawyer Ave</td>
<td>185 &amp; 189 Sawyer LLC</td>
<td>Industrial</td>
<td>3.95</td>
<td>$75,000</td>
<td>G-I</td>
<td></td>
</tr>
<tr>
<td>77</td>
<td>189 Sawyer Ave</td>
<td>185 &amp; 189 Sawyer LLC</td>
<td>Industrial</td>
<td>0.43</td>
<td>$21,000</td>
<td>G-I</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total All Underutilized Properties with No Publically Available Environmental Records</strong></td>
<td><strong>11.77</strong></td>
<td><strong>$1,757,015</strong></td>
<td>**     **</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total All Underutilized Properties</strong></td>
<td><strong>253.03</strong></td>
<td><strong>$5,652,715</strong></td>
<td>**     **</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>VACANT PROPERTIES WITH PUBLICALLY AVAILABLE ENVIRONMENTAL RECORDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>4999 River Rd</td>
<td>Ashland Oil &amp; Refining Co</td>
<td>Vacant</td>
<td>36.77</td>
<td>$195,000</td>
<td>WB/WID</td>
<td>Business</td>
</tr>
<tr>
<td>27</td>
<td>5335 River Rd</td>
<td>5335 River Road Assoc LLC</td>
<td>Vacant</td>
<td>25.19</td>
<td>$5,000</td>
<td>WB/WID</td>
<td>Business</td>
</tr>
<tr>
<td>28</td>
<td>5445 River Rd</td>
<td>Gerdau Ameristeel US Inc</td>
<td>Industrial/Commercial</td>
<td>37.48</td>
<td>$263,300</td>
<td>WB/WID</td>
<td>Business</td>
</tr>
<tr>
<td>30</td>
<td>5565 River Rd</td>
<td>Nick Magliarditti</td>
<td>Vacant</td>
<td>37.00</td>
<td>$69,000</td>
<td>WID</td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>4630 River Rd</td>
<td>Giuseppe Holdings LLC</td>
<td>Vacant</td>
<td>3.75</td>
<td>$9,350</td>
<td>WMU</td>
<td>Thruway</td>
</tr>
<tr>
<td>67</td>
<td>4100 River Rd</td>
<td>4100 River Rd Properties LLC</td>
<td>Landfill</td>
<td>9.67</td>
<td>$46,000</td>
<td>WMU</td>
<td>Thruway</td>
</tr>
<tr>
<td>69</td>
<td>4002 River Rd</td>
<td>Niagara River World Inc</td>
<td>Vacant Industrial Land</td>
<td>49.99</td>
<td>$83,000</td>
<td>WID</td>
<td>Light Ind.</td>
</tr>
<tr>
<td>71</td>
<td>3800 River Rd</td>
<td>Tonawanda Coke Corp</td>
<td>Vacant</td>
<td>26.59</td>
<td>$136,000</td>
<td>WID</td>
<td>Light Ind.</td>
</tr>
<tr>
<td>75</td>
<td>3445 River Rd</td>
<td>Buffalo &amp; Erie County Ind Land</td>
<td>Vacant Industrial Land</td>
<td>6.31</td>
<td>$20,000</td>
<td>G-I</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total All Vacant Properties with Publically Available Environmental Records</strong></td>
<td><strong>232.75</strong></td>
<td><strong>$826,650</strong></td>
<td>**     **</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>VACANT PROPERTIES WITH NO PUBLICCALLY AVAILABLE ENVIRONMENTAL RECORDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>5101 River Rd</td>
<td>Goetz Oil Corp</td>
<td>Vacant</td>
<td>1.99</td>
<td>$51,500</td>
<td>WB</td>
<td>Business</td>
</tr>
<tr>
<td>13</td>
<td>5201 River Rd</td>
<td>5201 River Road Inc</td>
<td>Vacant Riverview Solar Tech</td>
<td>19.97</td>
<td>$138,000</td>
<td>WB/WID</td>
<td>Business</td>
</tr>
<tr>
<td>14</td>
<td>5211 River Rd</td>
<td>Riverwalk Parkway I LLC</td>
<td>Vacant Riverview Solar Tech</td>
<td>6.62</td>
<td>$2,400</td>
<td>WID</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>5221 River Rd</td>
<td>Riverwalk Parkway LLC</td>
<td>Vacant Riverview Solar Tech</td>
<td>59.87</td>
<td>$206,425</td>
<td>WID</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>5315 River Rd</td>
<td>5201 River Road Inc</td>
<td>Vacant Riverview Solar Tech</td>
<td>54.05</td>
<td>$253,800</td>
<td>WB/WID</td>
<td>Business</td>
</tr>
<tr>
<td>32</td>
<td>5601 River Rd</td>
<td>Con-Way Transportation</td>
<td>Utility and Driveway</td>
<td>1.64</td>
<td>$38,100</td>
<td>WB</td>
<td>Business</td>
</tr>
<tr>
<td>33</td>
<td>5603 River Rd</td>
<td>3679 River Road Inc</td>
<td>Vacant Industrial Land</td>
<td>8.63</td>
<td>$43,200</td>
<td>WB/WID</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>5605 River Rd</td>
<td>Nick Magliarditti</td>
<td>Vacant Industrial Land</td>
<td>0.60</td>
<td>$3,500</td>
<td>WID</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>5611 River Rd</td>
<td>Nick Magliarditti</td>
<td>Vacant</td>
<td>1.98</td>
<td>$8,500</td>
<td>WID</td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>404 Two Mile Creek Rd</td>
<td>City of Tonawanda</td>
<td>Vacant</td>
<td>6.10</td>
<td>$149,600</td>
<td>M-1</td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>560 Two Mile Creek Rd</td>
<td>Polo Sarno</td>
<td>Vacant</td>
<td>0.37</td>
<td>$6,700</td>
<td>M-1</td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>600 Two Mile Creek Rd</td>
<td>City of Tonawanda</td>
<td>Vacant</td>
<td>0.99</td>
<td>$26,300</td>
<td>M-1</td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>620 Two Mile Creek Rd</td>
<td>City of Tonawanda</td>
<td>Vacant</td>
<td>3.04</td>
<td>$97,100</td>
<td>M-1</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>640 Two Mile Creek Rd</td>
<td>Robert H. Ward</td>
<td>Vacant</td>
<td>3.39</td>
<td>$11,600</td>
<td>M-1</td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>650 Two Mile Creek Rd</td>
<td>Brian J. MacDonald</td>
<td>Vacant</td>
<td>3.27</td>
<td>$13,000</td>
<td>M-1</td>
<td></td>
</tr>
<tr>
<td>68</td>
<td>4008 River Rd</td>
<td>Tonawanda Coke Corp</td>
<td>Utility</td>
<td>0.12</td>
<td>$500</td>
<td>WID</td>
<td></td>
</tr>
<tr>
<td>70</td>
<td>4001 River Rd</td>
<td>Braxner LLC</td>
<td>Vacant</td>
<td>9.86</td>
<td>$148,000</td>
<td>G-I</td>
<td>Light Ind.</td>
</tr>
<tr>
<td>72</td>
<td>3785 River Rd</td>
<td>Braxner LLC</td>
<td>Vacant</td>
<td>8.40</td>
<td>$17,000</td>
<td>G-I</td>
<td></td>
</tr>
<tr>
<td>73</td>
<td>3715 River Rd</td>
<td>Braxner LLC</td>
<td>Vacant</td>
<td>16.33</td>
<td>$35,000</td>
<td>G-I</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total All Vacant Properties</strong></td>
<td><strong>439.97</strong></td>
<td><strong>$2,076,875</strong></td>
<td>**     **</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total All Underutilized and Vacant Properties</strong></td>
<td><strong>693.00</strong></td>
<td><strong>$7,729,590</strong></td>
<td>**     **</td>
<td></td>
</tr>
</tbody>
</table>

Source: Town and City of Tonawanda Real Property Data (2015) with minor updates by LaBella
TRANSPORTATION SYSTEMS

One of the significant assets of the Tonawanda Opportunity Area is its access to the regional road network via multiple interstates and major arterials. Interstate 190 and Interstate 290 bisect/border and serve the TOA for both car and truck traffic. According to the New York State Department of Transportation Urban Functional Classification System (Figure 10), both of the interstates are categorized as principal arterial interstates. State Route 266 (River Road/Niagara Street), Grand Island Boulevard, and Two Mile Creek Road all traverse the TOA and are categorized as minor arterials. Lastly, Sawyer Avenue is categorized as a major collector. Many of the aforementioned roadways connect to other principal arterials such as Sheridan Drive and Military Road/Main Street in order to easily access local areas throughout the Town and City of Tonawanda.

However, the TOA is somewhat limited in regards to local transportation within the study area. Many parcels on the east side of River Road are long and narrow with no public access to the easternmost areas of the properties. This lack of roadways has prevented access into the TOA and discouraged property development and subdivision of land. Creating an interior local roadway network would encourage development as was exemplified by the installation of Riverwalk Parkway (Riverview Solar Technology Park) and Pirson Parkway (North Youngmann Commerce Center).

Motor vehicle accident data was collected to access what intersections are unsafe in the TOA (Table 7 and Figure 10). Two intersections stand out as problem areas. The River Road / Grand Island Boulevard intersection had 12 accidents between May 1, 2012 and April 30, 2015 while the River Road / Sawyer Avenue intersection had 5 accidents. Overall there were 23 accidents within the vicinity of the TOA.

Table 7: Motor Vehicle Accidents at Major Intersections within the TOA

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Accidents</th>
<th>Intersection</th>
<th>Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>River Rd &amp; Sawyer Ave</td>
<td>5</td>
<td>Two Mile Creek Rd &amp; Fire Tower Dr</td>
<td>1</td>
</tr>
<tr>
<td>River Rd &amp; Grand Island Blvd</td>
<td>12</td>
<td>Wheeler St &amp; Hackett Dr</td>
<td>0</td>
</tr>
<tr>
<td>River Rd &amp; ramps onto/off I-190 N</td>
<td>1</td>
<td>Wheeler St &amp; James St</td>
<td>0</td>
</tr>
<tr>
<td>River Rd &amp; Riverwalk Pkwy</td>
<td>0</td>
<td>Hinds St &amp; Hackett Dr</td>
<td>1</td>
</tr>
<tr>
<td>Niagara St &amp; Two Mile Creek Rd</td>
<td>3</td>
<td>Hinds St &amp; Dodge Dr</td>
<td>0</td>
</tr>
<tr>
<td>Two Mile Creek Rd &amp; Fletcher St</td>
<td>0</td>
<td><strong>TOTAL</strong></td>
<td><strong>23</strong></td>
</tr>
</tbody>
</table>

Source: GBNRTC via NYS Accident Location Information System (5/1/2012 to 4/30/2015 – 33 ft search radius)
As reported in Table 8 and depicted in Figure 11, Annual Average Daily Traffic (AADT) counts in the year 2013 for the major roadways within/along the TOA vary with the highest counts located along I-190 and I-290 (just under 70,000). Medium-high counts (10,001 to 25,000) are located along Niagara Street (City of Tonawanda) and along the interchanges connecting I-190 and I-290. Medium counts (4,001 to 10,000) are located along River Road, medium-low counts (1,501 to 4000) are located along Sawyer Avenue and Two Mile Creek Road, and low counts (less than 1,500) are located along Grand Island Boulevard and East Park Drive.

Table 8: Annual Average Daily Traffic Counts (2013)

<table>
<thead>
<tr>
<th>Road</th>
<th>Section</th>
<th>AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-190</td>
<td>Southern Grand Island Bridge</td>
<td>69,658</td>
</tr>
<tr>
<td>I-190</td>
<td>Southern Grand Island Bridge to Route 324</td>
<td>69,349</td>
</tr>
<tr>
<td>I-290</td>
<td>I-190 Interchange to Route 384 (Exit 1)</td>
<td>69,868</td>
</tr>
<tr>
<td>Interchange</td>
<td>I-290 West to I-190 North</td>
<td>19,803</td>
</tr>
<tr>
<td>Interchange</td>
<td>I-290 West to I-190 South</td>
<td>14,731</td>
</tr>
<tr>
<td>Interchange</td>
<td>I-190 North to I-290 East</td>
<td>15,443</td>
</tr>
<tr>
<td>Interchange</td>
<td>I-190 South to I-290 East</td>
<td>19,940</td>
</tr>
<tr>
<td>State Route 266 (Niagara St)</td>
<td>Tonawanda West City Line to Seymour St</td>
<td>11,682</td>
</tr>
<tr>
<td>State Route 266 (River Rd)</td>
<td>Tonawanda West City Line to I-190 (GI Bridge)</td>
<td>8,888</td>
</tr>
<tr>
<td>State Route 266 (River Rd)</td>
<td>I-190 (GI Bridge) to I-190</td>
<td>7,076</td>
</tr>
<tr>
<td>Two Mile Creek Rd</td>
<td>Niagara St to Tonawanda South City Line</td>
<td>2,896</td>
</tr>
<tr>
<td>Two Mile Creek Rd</td>
<td>Tonawanda South City Line to Ensminger Rd</td>
<td>2,480</td>
</tr>
<tr>
<td>Sawyer Ave</td>
<td>State Route 266 to Kenmore Ave</td>
<td>1,943</td>
</tr>
<tr>
<td>Grand Island Blvd</td>
<td>State Route 266 to State Route 324</td>
<td>1,228</td>
</tr>
<tr>
<td>East Park Dr</td>
<td>State Route 324 to Waste Management Facility</td>
<td>216</td>
</tr>
</tbody>
</table>

Source: NYSDOT Traffic Data Viewer
This page is intentionally left blank.
Figure 11: Annual Average Daily Traffic (AADT) Map

ANNUAL AVERAGE DAILY TRAFFIC (AADT) MAP

TOA Nomination Study Area
Strategic Areas
Town of Tonawanda
City of Tonawanda

Creek/Water

AADT Counts for 2013
1 - 1,500
1,501 - 4,000
4,001 - 10,000
10,001 - 25,000
25,001 - 75,000
75,001 - 125,000

Other Roadways (No AADT Data)

Strategic Areas
1. MileView
2. United
3. Niagara River World / INS / Cherry Farm
4. Huntley / Sawyer

Source:
1. TOA Nomination Study Area Boundary: Created using data from the New York State Department of Transportation.
2. Strategic Areas: Created by LaValle based on Town and Steering Committee input.
3. Town Boundaries: Provided by Town of Tonawanda.
4. Rivers (outside Town of Tonawanda): Created by Town of Tonawanda.
5. Water: ESRI Data and addenda by LaValle.

LaValle Project No: 2151300

Figure 21: Annual Average Daily Traffic Counts

This map was prepared for the Town of Tonawanda and the New York State Department of Transportation through the Brownfield Opportunity Areas Program.
TONAWANDA OPPORTUNITY AREA NOMINATION PLAN

TOWN OF TONAWANDA

LOCAL TRANSPORTATION SYSTEMS MAP

Strategic Areas

1. MileView
2. United
3. Niagara River World / INS / Cherry Farm
4. Huntley / Sawyer

Note: This map was prepared for the Town of Tonawanda and the New York State Department of State with data needs provided through the Downstate Opportunity Areas Program.
As Figure 12 illustrates there are additional transportation systems in the Tonawanda Opportunity Area. Rail spurs are located throughout the industrial areas of the TOA, providing access to the CSX mainline to the east. Amtrak rail passenger services run along the CSX mainline as well. The Buffalo Niagara International Airport is located less than 12 miles from the TOA southeast along I-290, I-90, and State Route 33. The Niagara Falls International Airport is located nine miles from the TOA north along State Route 266, State Route 265 and Williams Road.

In addition, the Buffalo-Niagara Falls metropolitan area is served by a comprehensive public transportation system through the Niagara Frontier Transportation Authority’s (NFTA) Metro Bus Service. Bus Route 40 connects downtown Buffalo to downtown Niagara Falls by passing through the TOA along River Road. Bus Route 79 connects downtown City of Tonawanda to downtown Buffalo and beyond to the Amtrak Exchange Street Station by passing through the TOA along Hinds Street and Hackett Drive. Lastly, Bus Route 35 travels along Sheridan Drive connecting Vulcan Street to the University at Buffalo North Campus with an extension into the TOA in order to include a stop at the North Youngmann Commerce Center. Many other regional and local bus routes are located in the vicinity of the TOA; however, they do not have stops located within the TOA.

Developers also consider parking opportunities and multi-modal travel opportunities. As shown in Table 9, on-street parking is available along only several of the TOA streets, in the limited residential areas. These areas have seasonal overnight restrictions (no overnight parking in the winter). Businesses located along streets without on-street parking typically have off-street parking lots.

The TOA has a limited pedestrian network and non-existent on-street bicycle network. The Spaulding Commerce Center and the few residential areas typically have complete sidewalk networks in moderate to good condition. There are no sidewalks in other areas of the TOA. Throughout the entire TOA, there are no designated on-road bicycle lanes or sharrows. Lastly, off-road multi-use paths (hike and bike trails) traverse the TOA along the west side of River Road/Niagara Street (Riverwalk) and along the east side of Two Mile Creek Road connecting the TOA to the greater Buffalo-Niagara region.

The Town of Tonawanda recently adopted a Complete Streets policy and has developed a Complete Street Committee charged to promote improved active transportation opportunities and ensure safety throughout Ken-Ton. In addition, the University at Buffalo has recently prepared a Bicycle Master Plan (2015).
# Table 9: Multi-Modal, Parking and Condition Data, TOA Streets

<table>
<thead>
<tr>
<th>Street Name</th>
<th>On-Street Parking</th>
<th>Sidewalks/Bike Lanes</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-190</td>
<td>None</td>
<td>Sidewalks: None No Bike Lanes</td>
<td>Good</td>
</tr>
<tr>
<td>I-290</td>
<td>None</td>
<td>Sidewalks: None No Bike Lanes</td>
<td>Good</td>
</tr>
<tr>
<td>State Route 266 (River Rd/ Niagara St)</td>
<td>None</td>
<td>Sidewalks: East Side (Sawyer Ave to Kaufman Ave) No Bike Lanes Multi-use Path (Riverwalk) along west side of road</td>
<td>Good</td>
</tr>
<tr>
<td>Two Mile Creek Rd</td>
<td>None</td>
<td>Sidewalks: None No Bike Lanes Multi-use Path along portions of east side of road</td>
<td>Fair</td>
</tr>
<tr>
<td>Grand Island Blvd</td>
<td>None</td>
<td>Sidewalks: None No Bike Lanes</td>
<td>Fair</td>
</tr>
<tr>
<td>Sawyer Ave</td>
<td>North Side</td>
<td>Sidewalks: North Side (River Rd to Mildred St) No Bike Lanes</td>
<td>Good</td>
</tr>
<tr>
<td>Kaufman Ave</td>
<td>South Side</td>
<td>Sidewalks: South Side No Bike Lanes</td>
<td>Fair</td>
</tr>
<tr>
<td>James Ave</td>
<td>North Side (near Cherry Ave)</td>
<td>Sidewalks: None No Bike Lanes</td>
<td>Fair</td>
</tr>
<tr>
<td>Riverwalk Pkwy</td>
<td>None</td>
<td>Sidewalks: None No Bike Lanes</td>
<td>Good</td>
</tr>
<tr>
<td>Fire Tower Dr</td>
<td>None</td>
<td>Sidewalks: None No Bike Lanes</td>
<td>Fair</td>
</tr>
<tr>
<td>Hinds St</td>
<td>West Side (near Dodge Dr)</td>
<td>Sidewalks: Both Sides No Bike Lanes</td>
<td>Good</td>
</tr>
<tr>
<td>Wheeler St</td>
<td>None</td>
<td>Sidewalks: Complete West Side, Incomplete East Side No Bike Lanes</td>
<td>Good</td>
</tr>
<tr>
<td>Hackett Dr</td>
<td>None</td>
<td>Sidewalks: Both Sides No Bike Lanes</td>
<td>Good</td>
</tr>
</tbody>
</table>

Source: Google Aerial Imagery and Street View, Site Visits

Riverwalk where it begins to traverse along the waterfront (at the westernmost portion of Isle View County Park)
INFRASTRUCTURE AND UTILITY SYSTEMS

Much like the transportation network, the regional infrastructure and utility systems are strong while the local infrastructure and utility systems are limited (Figures 13 and 14). Development within the TOA beyond the extent of the existing local road network would likely require the extension of the following infrastructure systems:

WATER

Public water supply is available on all the public streets within the TOA and cross-parcel along several utility corridor rights-of-way as depicted in Figure 13. The Fire Tower Commerce Center, Riverview Solar Technology Park, North Youngmann Commerce Center, and Spaulding Commerce Center are all supplied with public water.

Water is supplied to the Town of Tonawanda via the Town’s Water Treatment Plant located just outside of the TOA at 218 Aqua Lane. It is owned and operated by the Town of Tonawanda. The facility was built in 1956 and an addition was added in 1962 to increase capacity. The plant has the capacity to treat 24 million gallons a day of potable water. On average, the facility draws over four billion gallons of water annually from the Niagara River to service residences and businesses within the Town of Tonawanda and Village of Kenmore.

Water is supplied to the City of Tonawanda via the Jerome D. Van de Water Water Treatment Plant located within the TOA at 3750 River Road. It is owned and operated by the Erie County Water Authority. The Water Treatment Plant draws water from the Niagara River, treats it, and delivers safe, clean drinking water to residences and businesses throughout many municipalities in northern Erie County (including the City of Tonawanda) as well as some in Genesee and Wyoming County. Major Erie County Water Authority water lines traverse the TOA along River Road, Two Mile Creek Road, and along several utility corridor rights-of-way. These major lines are not part of the Town’s system and are therefore not available for development purposes within the Town.

According to the Town, there are no major capacity issues within the public water system. The treatment and distribution system is capable of meeting current Town and Village needs, as well as future development needs. However, development within the TOA beyond the extent of the existing local road network would likely require the extension of the public water distribution system.
SANITARY SEWER AND STORM WATER

The Town of Tonawanda is serviced by a separate sanitary sewer system and storm water system as depicted in Figure 14. Sanitary sewer lines are available on most of the public streets within the portion of the TOA in the Town. Although not mapped, sanitary sewer lines are available along Riverwalk Parkway servicing the Riverview Solar Technology Park buildings. The other two commercial parks – Fire Tower Commerce Center and North Youngmann Commerce Center – are also serviced by major sanitary sewer lines. There are two small sections along River Road which are not serviced by sanitary sewer as flows are split between the Sawyer pump station and the Sheridan pump station. Sanitary sewer system data within the City of Tonawanda is unavailable at this time.

The storm water system is somewhat limited within the portion of the TOA in the Town. Storm water lines are available along Sawyer Avenue, Kaufman Avenue, James Avenue, Fire Tower Drive (i.e. Fire Tower Commerce Center), Pirson Parkway (i.e. North Youngmann Commerce Center) and portions of Riverwalk Parkway (i.e. Riverview Solar Technology Park). One of the Town’s main storm water outfall lines is located within the TOA along a Town-owned right-of-way bordering the City of Tonawanda. There are some storm water lines along portions of River Road (not mapped); however, exact locations are unknown by the Town as the State’s Highway Department is responsible for operation and maintenance of drainage infrastructure along State Routes. There are known storm water issues along River Road, particularly at the United Refining waterfront property. Storm water system data within the City of Tonawanda is unavailable at this time.

The Town of Tonawanda Wastewater Treatment Plant is located within the TOA at 779 Two Mile Creek Road. It is owned and operated by the Town of Tonawanda. The plant is capable of treating up to 75 million gallons per day of wastewater from the Town of Tonawanda, City of Tonawanda, and Village of Kenmore. In addition, Wastewater Treatment Plant personnel operate and maintain eight sewage pumping stations, two of which (the Sawyer Pump Station and Bridge Pump Station) are located within the TOA on River Road. A state- and federal-approved Pre-Treatment Program, staffed by town personnel, monitors all the industrial and commercial sewage discharges into the town collection system.

There are no major dry-weather capacity issues within the sanitary sewer system. The existing treatment and sewer line capacity are capable of meeting the current Town, Village, and City needs as well as the needs for future development. However, wet weather flows can peak as high as 80 million gallons per day, causing infiltration
and inflow as well as sanitary sewer overflows during significant rainfall events. This continues to be an issue, and the Town is undertaking efforts to address the problems. In fact, the town is under a NYSDEC consent order to reduce Sanitary Sewer Overflows and Inflow and Infiltration. Hence the DEC is requiring the Infiltration and Inflow (I&I) credits or reduction efforts be made on any new development with residential sewage rates of 2,500 gallons per day.

The storm water system is reportedly in relatively good condition with large diameter pipelines and sufficient capacity. The town is a Municipal Separate Storm Sewer Systems (MS4) community and as such has adopted a MS4 law. Any development over one acre must comply with the latest edition of the NYSDEC stormwater manual. There are no plans to increase the Town’s system or perform major work on the system in the near future. The Town would consider facilitating a drainage improvement project at problem areas along River Road if funding were to be identified. Alternatively, should the State conduct major roadway improvements along River Road, the Town would advocate for improvements to the drainage infrastructure.

Town of Tonawanda Waste Water Facilities on Two Mile Creek Road and Fire Tower Drive

TELECOMMUNICATIONS

Spectrum (formerly Time Warner) and Verizon provide high-speed internet, phone and cable TV services throughout the TOA. Fibertech and Transwave Communications also provide high-speed internet services.
ALTERNATIVE ENERGY

The Town of Tonawanda is actively pursuing and promoting alternative energy options. The Town was recently designated a New York State Energy Research and Development Authority (NYSERDA) Clean Energy Community for their efforts to implement clean energy actions, save energy costs, and improve the environment. This designation makes the Town eligible to apply for grants to fund additional clean energy projects as well as provides the Town with free access to Clean Energy Communities Coordinators who can provide technical assistance.

In addition, the Town’s zoning code includes regulations related to solar energy systems (Articles XIX and XXVII) and wind energy conversion systems (Article XXVI). Solar energy systems are categorized as small-scale, large-scale, or utility-scale and the systems can be rooftop-mounted, building-mounted or ground-mounted. Permitted locations, regulations, permits, performance standards, etc. are based on the size and type of solar energy system. Wind energy conversion systems (WECS) are categorized as commercial or noncommercial systems within the Town’s zoning code (Article XXVI). Wind energy facilities require a special use permit and are permitted in a handful of zoning districts provided they adhere to the article’s regulations and conditions. The WECS zoning code is currently undergoing revisions.

The Town of Tonawanda and other private entities are taking advantage of solar energy. The Riverview Solar Technology Park is New York State’s first solar ready commerce park. Numerous solar applications are already in use on the site, directly benefitting the multiple tenants. In addition, the Town recently entered into a Power Purchase Agreement with Tesla (Solar City) to have them construct a 2 MW solar array on the Town Landfill. The Town will be the sole beneficiary of the generated power via remote net metering. The Town is also exploring opportunities to get solar at the Seaway Landfill (4825 River Road) with the EPA. Benderson owns the landfill and needs to be engaged to further discussions.

The Town also initiated the Solarize Tonawanda campaign which ran from August 2017 until November 24, 2017. Through a Request for Proposal process, the Town selected qualified local solar contractors and negotiated discounted prices by leveraging group purchasing of solar installations. Interested residents and businesses could attend multiple workshops in order to take advantage of the program. About 50 private residents and businesses signed contracts to install solar systems.
So far only private entities are taking advantage of wind energy. Specifically, Triad Recycling has installed two wind turbines which power their facilities.

**OTHER UTILITIES**

As private utilities, National Fuel Gas and National Grid electric do not provide maps of their services but may provide information upon request. However, it is known that existing residences and businesses within the TOA are served by electric and gas services. Should an enhanced local roadway network be installed, electric and gas services would likely need to be extended into the newly accessible interior properties. Major overhead electric transmission lines are visible throughout the TOA, creating long linear utility corridors. Several electric substations, the recently retired Huntley Power Plant and major gas lines are also located within the TOA. National Grid is currently rebuilding their electric substation at the former Huntley Power Plant and building a new electric substation on Two Mile Creek Road.

The future the recently retired Huntley Power Plant is uncertain at this time. The Town has issued an Expression of Interest statement (EOI) for the potential redevelopment of the Power Plant site. The EOI is intended to determine interest from potential developers or energy concerns or partnerships that may be interested in re-developing the Huntley site, including into a utility-scale renewable energy project. The owner of the property (Huntley Power LLC) will be conducting its own marketing process for the site in the near future.
The uncertainty of the future of the recently retired Huntley Power Plant is causing additional concerns. Specifically, the site includes two large raw water intakes which transport Niagara River water to several nearby industrial facilities located on the east side of River Road. This water is vital for the various industrial facilities’ processes and there is no redundancy in the system. Should the current owner of the Huntley Power Plant not renew water delivery contracts in the future, the industrial facilities will be left without a means to obtain the necessary water. As a worst case scenario, these industrial facilities may be forced to shut down, causing the loss of thousands of jobs.

As such, the Town of Tonawanda is working on a feasibility and design report in order to construct a Town owned water intake pump house and associated piping to the industrial facilities. They have also begun discussions with the various industrial facilities, as well as other nearby industrial facilities about providing them river water. It is recommended that the Town complete the feasibility and design report, continue discussions with the industrial facilities, and construct the proposed improvements as recommended by the feasibility report.
Figure 13: Utilities – Potable Water System Map

**Strategic Areas**

1. MileView
2. United
3. Niagara River World / INS / Cherry Farm
4. Huntley / Sawyer

**Utilities - Potable Water System Map**

- **MC: Nomination Study Area**
- **MAP: Municipal Boundaries**
- **Prop: Property Boundaries**
- **Str: Strategic Areas**
- **Pot: Potable Water (Approx. Locations)**
  - Unknown Site Water Line
  - 4 to 10 inch Water Line
  - 12 to 18 inch Water Line
  - 20 to 24 inch Water Line
  - 30 inch Water Line
  - Erie County Water Authority Lines
  - Fire Hydrant

Note: Potable water system data from Erie County Water Authority and Town of Tonawanda; potable water data for other municipalities included within map. The Town does not have access to ECWA water lines for development purposes.

Legend:
1. MC: Nomination Study Area Boundary - Created in Labelia using parcel boundaries provided by the Town of Tonawanda.
2. MAP: Municipal Boundaries - Created by Labelia based on data provided from the Town of Tonawanda.
3. Prop: Property Boundaries - Created by Labelia based on data provided from the Town of Tonawanda.
4. MC: Nomination Study Area Boundary - Created in Labelia using parcel boundaries provided by the Town of Tonawanda.
5. Town and City of Tonawanda property boundaries - Provided by the Town of Tonawanda.
6. Erie County Water Authority Lines - Provided by the Town of Tonawanda.
7. Fire Hydrant - Provided by the Town of Tonawanda.
8. Erie County water system data (including water lines, the systems, and the water treatment plants) provided by the Town of Tonawanda.
9. Erie County Water Authority data (including water lines, the systems, and the water treatment plants) provided by the Town of Tonawanda.

This map was prepared for the Town of Tonawanda and the New York State Department of State with state funds provided through the Brownfield Opportunity Area Program.
Figure 14: Utilities - Sewer Systems

Strategic Areas
1. MileView
2. United
3. Niagara River World / INS / Cherry Farm
4. Huntley / Sawyer

Legend:
- TDA Nomination Study Area
- Strategic Areas
- Municipal Boundaries
- Property Boundaries
- Interstate
- Utilities Sewer (Approx. Locations)
- Sanitary Sewer Line
- Main Inlet
- Storm Sewer (Approx. Locations)

Note: Sanitary Sewer and Storm Sewer systems data is subject to change, and not all areas have been fully assessed.

Sources:
1. TDA Nomination Study Area Boundary: Created by LaBelia using parcel boundaries provided by the Town and City of Tonawanda.
2. Municipal boundaries provided by the Town and City of Tonawanda.
3. Utilities Sewer System: Created by LaBelia based on Town and City data.
5. Storm Sewer System: Created by LaBelia based on Town and City data.
6. Sanitary Sewer System: Created by LaBelia based on Town and City data.

This map was prepared for the Town of Tonawanda and the New York State Department of State with data provided through the Downtown Opportunity Areas Program.
PROPERTY OWNERSHIP

A large percentage of the land area in the Tonawanda Opportunity Area (not including public roadways) is owned by private individuals or organizations as is shown by the un-shaded areas in Figure 15 and described in Table 9. Approximately 71 percent of the land area and 64 percent of the parcels in the TOA are privately owned. The privately owned parcels are scattered throughout the TOA including all of the parcels within the Riverview Solar Technology Park and many of the parcels within the Fire Tower Commerce Center.

About 29 percent of the land and 36 percent of the parcels in the TOA are owned by public or quasi-public agencies. Large electric (National Grid) and railroad (CSX Transportation) corridors run throughout the TOA. The Town of Tonawanda owns significant portions of the North Youngmann Commerce Center, the Tonawanda Landfill, and the Town Wastewater Facilities. The City of Tonawanda owns most of the Spaulding Commerce Center and land along Two Mile Creek Road. Erie County owns large portions of the Riverwalk along River Road. Other public or quasi-public agencies that own land within the TOA include the Erie County Water Authority, New York State, and various nonprofit organizations.

Table 10: Public Land Ownership Distribution

<table>
<thead>
<tr>
<th>Ownership</th>
<th>Land</th>
<th>Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acres</td>
<td>Percent</td>
</tr>
<tr>
<td>Private</td>
<td>1,614.2</td>
<td>70.9%</td>
</tr>
<tr>
<td>Public and Quasi Public</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town of Tonawanda</td>
<td>137.8</td>
<td>6.0%</td>
</tr>
<tr>
<td>City of Tonawanda</td>
<td>67.4</td>
<td>3.0%</td>
</tr>
<tr>
<td>Erie County</td>
<td>65.8</td>
<td>2.9%</td>
</tr>
<tr>
<td>Erie County Water Authority</td>
<td>28.2</td>
<td>1.2%</td>
</tr>
<tr>
<td>New York State</td>
<td>1.4</td>
<td>0.1%</td>
</tr>
<tr>
<td>National Fuel/National Grid</td>
<td>313.6</td>
<td>13.8%</td>
</tr>
<tr>
<td>Railroad</td>
<td>38.6</td>
<td>1.7%</td>
</tr>
<tr>
<td>Non-Profit Organization</td>
<td>10.7</td>
<td>0.5%</td>
</tr>
<tr>
<td>Sub-total of Public and Quasi Public</td>
<td>663.4</td>
<td>29.1%</td>
</tr>
<tr>
<td>Total</td>
<td>2,277.6</td>
<td></td>
</tr>
</tbody>
</table>

Source: Town and City of Tonawanda Real Property Data
NATURAL AND CULTURAL RESOURCES

While natural and cultural resources are somewhat inconspicuous in the TOA, the area includes parks, open spaces, and water based resources. These resources are amenities which add value to TOA properties because they enhance the Town’s quality of life. Figures 16-18 exhibit the locations of all of the incredible natural and cultural assets in the TOA. A summary of some of the assets is described below.

PARKS AND OPEN SPACES

The TOA has a surprisingly large amount of park and open space land considering its predominantly industrial nature. However, given its waterfront location, the TOA, Town, and greater region would benefit from the addition of dedicated parkland along the River’s edge.

As can be seen in Figure 16, there are only three municipal parks located within the TOA – Riverwalk Park, Isle View County Park, and the Tonawanda Firemen’s Park. In addition, there is one municipal playground (Kaufman Playground) located within the TOA and two multi-use paths – Riverwalk and Two Mile Creek Greenway.

**Riverwalk Park** is a long linear park approximately 4.7 acres in size and located along the west side of River Road from the vicinity of Tonawanda Coke to the Seaway Landfill. The park is owned by Erie County and primarily contains Riverwalk (a multi-use path for pedestrians and bicyclists) and open green space. **Riverwalk** continues southerly outside of the park along River Road via County-owned easements. The park is considered a regional park as Riverwalk is part of a region wide network of paths and is heavily utilized.

**Isle View County Park** is a 3.2 acre continuation of the Riverwalk Park. It is a long linear park sandwiched between River Road and the Niagara River. It includes Riverwalk, other pedestrian paths, picnic areas, a playground, open green space, and parking. The park is considered a regional park as Riverwalk is part of a region wide network of paths and is heavily utilized.
**Tonawanda Firemen’s Park** is a 9.9 acres park located on Two Mile Creek Road and owned by the Firemen’s Benevolent Association. The park includes a large picnic pavilion, playground, and open space. It is likely only used by local residents and firemen and their families.

**Kaufman Playground** is approximately one-acre in size and is located along Kaufman Avenue between Cherry Avenue and Mildred Street on a property owned by National Grid. The area includes a playground, basketball court, and open space. It is likely only used by local residents.

Other major parks are located just outside of the TOA such as Veterans Memorial Park and Sheridan Park which includes an 18 hole golf course.

**Informal city-owned open space** is located along both sides of Two Mile Creek south of Fletcher Street. This space includes **Two Mile Creek Greenway**, a multi-use trail that runs along Two Mile Creek between East Park Drive and River Road. The Greenway connects Sheridan Park and residential areas east of the TOA to the Niagara River. **Informal town-owned open space** is located in the western portion of the North Youngmann Commerce Center.

### Water Based Resources

The major water based resource within/adjacent to the TOA is the upper Niagara River (see Figure 17). The Niagara River is located along the western border of the TOA and approximately 4.5 miles of the coastline is located within the TOA. The River is navigable and is a popular recreation destination for boaters. Several areas along River Road / Niagara Street, Riverwalk Park, and Isle View County Park afford spectacular views of the Niagara River.

![View of the Niagara River from River Road / Niagara Street](image-url)
Two small creeks and several small tributaries are also located within the TOA. The creeks and tributaries are classified by the New York State Department of Environmental Conservation as Class B streams and would therefore likely require permitting should work occur within or adjacent to the waterway.

Two Mile Creek traverses the TOA in a south to north direction between Sheridan Drive and the Niagara River. Informal open space owned by the City and County along both sides of the creek and the Two Mile Creek Greenway take advantage of the views and tranquility afforded by the creek. Two Mile Creek is not considered navigable. Four un-named tributaries flow into Two Mile Creek as can be seen in Figure 17.

Rattlesnake Creek traverses the northern half of the TOA in a west to east direction between the I-190 and empties into Two Mile Creek. Rattlesnake Creek is not considered navigable.

There are several Federally- or State designated mapped wetlands within the TOA. Federally-designated ponds are scattered throughout the TOA. The Niagara River, small tributaries to the Niagara River, and many of the NYSDEC classified waterbodies are classified as Federally-designated Riverine areas.

As part of this study, preliminary wetland determinations were made for a handful of properties located within the MileView Strategic Area (see Appendix I). Additional wetland delineations will need to be conducted in all other suspected wetland areas in order to determine exact boundaries. Any development should be situated or constructed to avoid or minimize impacts to these water based resources (creeks and wetlands).

Wetlands along Rattlesnake Creek at Riverview Solar Technology Park
FLOOD AREAS

Potential flood areas designated by the Federal Emergency Management Agency (FEMA) are one of the potential constraints on development or redevelopment of properties along the waterfront within the TOA. As shown in Figure 17 several areas along the waterfront and as deep as River Road are within the Special Flood Hazard Area (SFHA) associated with the Niagara River (an approximately 196 acre area) based on the 1981 Federal Insurance Rate Maps (FIRM). Previously known as the 100 year flood zone, the SFHA has a 1% chance per year of flooding.

It should be noted that FEMA is preparing to update their FIRM maps of Erie County. Based on preliminary maps dated December 31, 2009, the SFHA would change along the waterfront. Areas of greatest change would include:

- Recently Retired Huntley Power Plant – SFHA northeast of ponds would be removed while a SFHA along the southeast portion of the coal pit would be added;
- Water Treatment Facility – SFHA would be pushed back closer to the waterfront;
- Tonawanda Coke (waterfront property) – SFHA would create a “U” shape along the north, west, and south boundaries of the property leaving the center largely out of the SFHA;
- Marathon and Niagara River World – SFHA would be pushed back closer to the waterfront;
- Cherry Farm – SFHA would only exist along west, north, and east boundary of the property leaving the center largely out of the SFHA;
- A Duie Pyle – SFHA would be pushed back closer to the waterfront;
- Enbridge Energy Partners – SFHA would be removed;
- United Refining (waterfront property) – SFHA would be added to cover the tank and pond; and
- Isle View County Park – SFHA would extend further to the east.

The 1981 FIRM maps are still the official maps until FEMA finalizes the newer ones. However, once the newer maps are finalized, the Town must adopt and replace the current floodplain laws and maps with newer model laws and the newer maps. At this point it is unknown when the newer maps will be finalized.

At any rate, the Town and City of Tonawanda regulate construction and development in the SFHA to ensure that buildings will be protected from flood damage. All
development within the SFHA (not just construction of buildings, but filling, excavation, fences, etc.) is required to obtain a Town or City of Tonawanda Floodplain Development Permit.

The Town and City of Tonawanda are active participants in the National Flood Insurance Program (NFIP) which provides federally backed flood insurance in communities that enact and enforce floodplain regulations.

Any development in the SFHA adjacent to the Niagara River should be situated or constructed to avoid the impacts of flooding.

GREEN INFRASTRUCTURE

The Town of Tonawanda is becoming a leader in Western New York for implementing green infrastructure practices into public infrastructure projects. Western New York’s largest rain garden will be located in the North Youngmann Commerce Center which is within the TOA. Outside the TOA, the Town has recently installed a 1.5 mile trail in Lincoln Park that includes pervious pavement. Both projects have taken advantage of nearly $1 million in state Green Innovation Grant Program funding.

Similarly, the Town recently completed a report and associated plans to install native plantings along River Road within the TOA. While the primary objective of the project is to provide a visual buffer between River Road and adjacent heavy industrial sites, a secondary benefit is that the landscaping will also reduce stormwater infiltration as well as improve the quality of water entering the stormwater system. Another recommendation from the report is to screen the heavy industrial sites along the I-190 corridor within the TOA which is particularly relevant with the Thruway authority’s initiation to remove the Grand Island Bridge toll barriers.
Plans from the Town of Tonawanda Waterfront Corridor Landscape Project show options for significant landscaping near the 1-190 (NYS Thruway)
HISTORIC AND ARCHAEOLOGICAL RESOURCES

As the area was developed relatively late in Western New York (after 1900), there are not a lot of cultural or historic areas in the TOA (Figure 18). There are no buildings within the TOA listed on the National Register of Historic Places. However, the State Historic Preservation Society (SHPO) has indicated that the existing Niagara River World warehouse (also referred to as the Wickwire-Spencer Steel Company Plant) is potentially eligible for listing in the National Register of Historic Places and requires additional information in order to make a determination.

Although it is not listed on the National Register of Historic Places, Riverwalk is essentially built over the old bed of the Erie Canal and two small commemorative placards are located along Riverwalk near Cherry Farm. In addition, the majority of the TOA is considered an archaeologically sensitive area as several archeological sites have been previously identified within and adjacent to the Study Area.

The location of archeological sensitive areas, list of Nationally Registered Historic Places and Historic Districts, and list of eligible and potentially eligible buildings is a snapshot in time. They are liable to change in the future and SHPO should be consulted as projects are developed.
Figure 16: Parks and Open Space Map
ECONOMIC AND MARKET ANALYSIS

The Tonawanda Opportunity Area is uniquely situated between Toronto, Buffalo, and Rochester, which brings both benefits and challenges to assessing economic and market trends and projections, and applying those data to use in development decisions in the TOA. Some items to consider in assessing the applicability of data are:

• The majority of land use in the TOA is classified as industrial, infrastructure or vacant which is in contrast to the local economic trends of employment growth in professional, management, finance, advanced manufacturing and accommodations. Economic development strategies to repurpose much of the heavy industrial land and develop vacant land that would align with these growing or emergent industries (professional, management, finance and advanced manufacturing) should be promoted.

• Easy access to both Canadian and U.S. markets via interstates, highways, and international bridges makes this a desirable location for warehousing and related importing/exporting, distribution, etc. While these industries are expected to grow in the next decade, growth is not anticipated to be significant.

• Retail data may seem to indicate the potential for the Town of Tonawanda to recapture sales leakage; however, existing major shopping centers and popular tourist attractions in the metropolitan area, including the areas around the Walden Galleria and the Town of Amherst, combined with low traffic counts on River Road, likely make the prospects of recapture unrealistic in anything other than immediate and close to home goods.

• Reflective of its manufacturing roots, the TOA, like the greater Buffalo-Niagara region, is dominated by industrial uses. In addition to this, the contaminated land and nearby landfills all pose some serious challenges to bringing new residential development to certain areas in the TOA. However, the presence of parks, multi-use paths, and access to the Niagara River are all valuable features that can be capitalized on to help outweigh the challenges, especially because the seniors and millennial that are creating demand for housing desire these amenities.

• The aging population in the area should be considered for development opportunities in residential development, potential senior living facilities, as well as commercial development for health and aging services that would be
utilized by this population. This is further supported by the projected employment growth in Health and Social Services.

• While there is not a healthy demand for new hotel space in the region, and there are not any accommodations currently in the TOA, there has been a trend locally to upgrade or replace outdated hotels. With a central location next to highways on the Niagara River waterfront, the TOA may be a good candidate for accommodations. Sites closer to the City of Tonawanda, away from certain incompatible uses, may be good locations for new accommodations.

SUMMARY OF MARKET FINDINGS

Based on the analyses of the office, industrial, residential, hotel and retail markets regionally, and Tonawanda’s share of those markets, there is a demand for approximately 1.5 million square feet of space over the next 10 years as detailed in Table 11 below. It is conservatively estimated that the Tonawanda Opportunity Area could capture 450,000 square feet of additional office space, 300,000 square feet of additional industrial/warehouse/distribution space, 240,000 square feet of additional eating and drinking space, and 100,000 square feet of additional retail space over the next 10 years. In addition, it is conservatively estimated that there will be a demand for 25 new market rate for sale units (townhouses, condominiums) and 250 new market rate 0-2 bedroom units in the TOA over the next 10 years.

Table 11: Summary of Market Findings

<table>
<thead>
<tr>
<th>Use</th>
<th>Demand (sq. ft.)</th>
<th>Industries / Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>450,000</td>
<td>Finance, professional, technical, health care, educational, administration, back office, collection</td>
</tr>
<tr>
<td>Industrial</td>
<td>300,000</td>
<td>Warehousing, construction building trades, metal forging/welding/stamping, electrical equipment manufacturing</td>
</tr>
<tr>
<td>Hotel</td>
<td>0 – Market is saturated</td>
<td></td>
</tr>
<tr>
<td>Housing</td>
<td>400,000</td>
<td>25 market rate townhouses/condos; 250 market rate 0-2 bedrooms</td>
</tr>
<tr>
<td>Retail</td>
<td>340,000</td>
<td>240,000 sq. ft. food/drinking; 100,000 sq. ft. convenience retail</td>
</tr>
</tbody>
</table>

Source: LaBella Associates
Demand for 1.5 Million Sq. Ft. of Space over 10 years

<table>
<thead>
<tr>
<th>Use</th>
<th>Industries / Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>Finance, professional, technical, health care, educational, administration, back office, collection</td>
</tr>
<tr>
<td>Industrial</td>
<td>Warehousing, construction building trades, metal forging/welding/stamping, electrical equipment manufacturing</td>
</tr>
<tr>
<td>Housing</td>
<td>25 Market Rate townhouses/condos; 250 market rate 0-2 bedrooms</td>
</tr>
<tr>
<td>Retail</td>
<td>240,000 sq. ft. food/drinking; 100,000 sq. ft. convenience retail.</td>
</tr>
</tbody>
</table>
The Town of Tonawanda initiated the Tonawanda Opportunity Area plan in the fall of 2015 to develop an area wide Master Plan to advance redevelopment of underutilized and vacant sites. Prior to developing the Master Plan, the following key findings were considered:

**KEY FINDINGS**

1. **POPULATION IS STABILIZING**: The TOA is made up of three census tracts and the one in the City of Tonawanda is growing in population while the other two have stopped losing population.

2. **ZONING IS PRIMARILY INDUSTRIAL**: Although the Waterfront Industrial zone is flexible, the zoning in the TOA favors industrial uses while the trend is towards mixed use development in the MileView Strategic Area.

3. **INFRASTRUCTURE IS LIMITED**: Because of the nature of past development patterns there are no roadways, water/sewer, or telecommunications infrastructure in the TOA except on the major roadways.

4. **THERE IS DEMAND FOR ALL USES EXCEPT FOR HOTELS**: The Economic and Market Analysis showed that over the next ten years, conservatively, there is demand for more than 1.5 million square feet of retail, office, industrial, and residential space in the TOA.

5. **29.3% OF LAND IN THE BOA IS UNDERUTILIZED OR VACANT WITH DEVELOPMENT POTENTIAL**: Eight properties were classified as underutilized and 28 properties were classified as vacant with a total of 693 acres.

6. **THE TOA IS WELL SERVED BY TRANSPORTATION ROUTES**: Interstate 190/290 is directly south and west of the TOA carrying approximately 70,000 cars daily with two direct exits into the TOA. River Road, or State Route 266, also provides local and regional access to the TOA.

7. **PUBLIC OWNERSHIP IS VERY LIMITED**: With exception of the North Youngmann Commerce Park and Spaulding Commerce Park, there is very limited public ownership of property in the TOA which could make property assembly difficult.
8. ACCESS TO NATURAL RESOURCES AND RECREATION IS EXCEPTIONAL:
Despite being in a former industrial zone, the TOA has 4.5 miles of Niagara River waterfront, multiple existing and planned trails, two named creeks, and wooded areas.

9. THE TOA PROVIDES OPPORTUNITIES TO IMPLEMENT THE TOWN’S GREEN INFRASTRUCTURE POLICIES: The Town has been aggressive in implementing green infrastructure in the TOA at the North Youngmann Commerce Center and outside the TOA at Lincoln Park. There is a great opportunity to incorporate green infrastructure practice into TOA private and public development projects.
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SECTION 4

IMPLEMENTATION STRATEGY
SECTION 4. IMPLEMENTATION STRATEGY

Sections 1 through 3 of this Step 2 Nomination Plan describe the planning process, community input, future vision, and existing conditions that will ultimately influence any redevelopment strategy. This section of the plan will turn the community’s vision into a set of implementable projects and regulatory action modifications. A preferred Master Plan for Redevelopment of the Strategic Areas has emerged throughout this iterative process. The preferred Master Plan includes recommended development projects, major transportation improvement projects, and trail/park projects to be completed over the next 10 to 20+ year timeframe.

Various technical studies, which can be found within the Appendices, informed the Master Planning process. In addition, consideration of public and steering committee comments, existing conditions, and environmental concerns created multiple alternative concept plans before reaching the preferred Master Plan. This section will reiterate the Step 2 Nomination Plan’s vision, goals, and strategies, discuss the various alternative concept plans, detail the preferred Master Plan, and discuss the potential environmental impacts and mitigation measures associated with the preferred Master Plan.

VISION, GOALS AND STRATEGIES

As described in Section 2, the community created a vision for the 2,632 acre Tonawanda Opportunity Area. The preferred Master Plan is based on the TOA vision, goals, and strategies as presented below:

VISION

The Tonawanda Opportunity Area will become a sustainable mixed use neighborhood providing residents, businesses, and tourists with new living, working, and recreational opportunities along an accessible Niagara River waterfront.

GOALS AND STRATEGIES

RECLAIM THE WATERFRONT: Reconnect sites in the Tonawanda Opportunity Area with the area’s most significant natural resource – the Niagara River – and other sites in the region.

Improve access to the Niagara River
The TOA is blessed with 4.5 miles of Niagara River waterfront and improvements to River Road and additional trail connections to the River will help reconnect the waterfront.

Take advantage of the area’s strategic location in the Buffalo Niagara region
The TOA is in the geographic center of the Buffalo Niagara Region with excellent transportation access and waterfront access.

Focus on roadway and other infrastructure investments to drive economic development projects
Significant investments in roadway and infrastructure improvements will be needed by both the public and private sectors to provide access to interior TOA sites and from those sites to the waterfront.

RESTORE THE RIVER ROAD CORRIDOR: Re-purpose land and buildings for productive re-use and environmental renewal to support the sustainable, long term revitalization of the River Road corridor.

Induce redevelopment of underutilized and vacant properties in the River Road corridor
Advancing redevelopment and re-purposing of vacant and underutilized sites with a focused and strategic approach based on the market will restore the vitality of the area.

Incorporate sustainable development strategies including clean energy and green infrastructure
Implementing clean energy strategies and green infrastructure at private and public development sites will improve resiliency and promote sustainability.

REBRAND: Change the image of the River Road Corridor by introducing new uses and promoting high quality design.

Re-zone areas of the Tonawanda Opportunity Area to promote more mixed use development
Re-zoning industrial land for mixed use development will support the market for more commercial and residential uses that will provide a new image for the River Road corridor.

Adopt or update Design Guidelines
New residents, businesses and tourists invest in areas that provide a high quality of amenities and design.
ALTERNATIVE CONCEPTS

Prior to the creation of the preferred Master Plan, various alternative concepts were created, altered, and transformed throughout the iterative planning process. These alternative concept plans included [1] the original 2012 concept plan created as part of the Step 1 Tonawanda BOA Pre-Nomination Study, [2] compiled results of the November 2016 stakeholder workshop, and [3] preliminary development plans as presented at the Developers Forum in May 2017. Differences amongst these three alternative concept plans with each other and with the preferred Master Plan included the location and density of particular uses. The alternative concept plans evolved over time reacting to the existing economic conditions, development constraints and opportunities, potential environmental impacts, and input from the steering committee, stakeholders, and the public, ultimately creating the preferred Master Plan.

A fourth alternative to the preferred Master Plan is the “No Build” alternative in which none of the proposed projects are implemented and where current market trends are allowed to continue as is. This alternative would likely lead towards continued underutilization of industrial land (particularly within the Niagara River World/INS/ Cherry Farm Strategic Area) and vacant land (particularly within the MileView Strategic Area), continued disconnect between residential neighborhoods and office/industrial parks from the Niagara River, and sporadic office/flex space builds within the Riverview Solar Technology Park. While it may seem that the No Build alternative would have no impact on the environment, it would in fact allow large tracts of land to remain contaminated and limit the public’s potential access to the waterfront. This alternative would not realize any aspect of the community’s vision and has therefore been removed from the pool of acceptable alternatives.
The original 2012 concept plan created as part of the Step 1 Tonawanda BOA Pre-Nomination Study
Compiled results of the November 2016 stakeholder workshop. MileView Strategic Area (top) and Niagara River World (bottom)
[3] Preliminary development plans as presented at the Developers Forum in May 2017
MileView Strategic Area (top) and Niagara River World/INS/Cherry Farm Strategic Area (bottom)
TONAWANDA OPPORTUNITY AREA MASTER PLAN

The preferred Tonawanda Opportunity Area Master Plan includes four Strategic Redevelopment Areas in a larger 2,632 acre area in the Town of Tonawanda along approximately 4.5 miles of Niagara River waterfront. The plan is based on the community’s vision, the above mentioned goals and strategies, input from the public, stakeholders, steering committee, and Town representatives, and findings from various technical studies including Section 3 of this Plan (existing conditions and economic/market realities).

The four Strategic areas in the Master Plan include:

- **MileView**: The MileView Strategic Area includes properties between the City of Tonawanda and the Riverview Solar Technology Park. The primary goals of this Strategic Area were to provide better internal road and multi-modal access, build on the success of the Riverview Solar Technology Park, and to provide better access from the “mile strip” parcels to the Niagara River.

- **United**: The United Strategic Area primarily includes waterfront and interior lands owned by United Refining Corporation that are significantly underutilized. It is directly north of Interstate 190 and the Grand Island Bridges.

- **Niagara River World/INS/Cherry Farm**: This Strategic Area includes one of the largest sections of waterfront in Tonawanda and redevelopment of the sites would increase access to the waterfront while providing an improved gateway into the southern portion of the TOA.

- **Huntley/Sawyer**: This Strategic Area includes the recently shuttered Huntley Power Plant and the Sawyer Avenue industrial area. While redevelopment of the Huntley Power Plant will take time, it is a key strategic site for future development as are multiple parcels on Sawyer Avenue.

Within the preferred Master Plan, conceptual plans were only developed for the MileView and Niagara River World/INS/Cherry Farm Strategic Areas. Both those areas had the highest potential for redevelopment in the next decade and have the most information available regarding constraints, opportunities and development feasibility.

Conceptual plans were not created for the United or Huntley/Sawyer Strategic Areas. Concerning the United Strategic Area, the steering committee agreed to include the
site as a Strategic Area because of its advantageous location and obvious potential to be vacant in the future. However, the committee also agreed not to develop any conceptual plans for the site because there were too many unknowns at this time with the site, and other sites were more important to address. Similar to the United Strategic Area, the steering committee decided to make the Huntley/Sawyer area a Strategic Area to take advantage of future BOA tax credits and economic development grant opportunities. However, plans were not developed for this site because it is anticipated that redevelopment of the site, and associated coordination with owner Huntley Power LLC, will be a long term redevelopment opportunity.

In general, the preferred Master Plan as it relates to the MileView Strategic Area recommends a shift in land use patterns, particularly along River Road and Two Mile Creek Road. These areas will be repurposed from vacant land and industrial uses to a mixture of uses including residential, retail, restaurant, and office uses. Interior roadways/boulevards will be constructed to provide access into the interior of the Strategic Area. These newly accessible vacant areas will be utilized for office and light industrial/warehouse expansion and solar fields. A substantial trail network will connect residents and employees to the regional trail network and the Niagara River waterfront.

In general, the preferred Master Plan as it relates to the Niagara River World/INS/Cherry Farm Strategic Area recommends the complete utilization of vacant industrial and landfill land. Plans include improving existing structures, building additional light industrial/warehouse space, creating the Cherry Farm Park and trail network, and making a regional composting facility.

Changes to the layout of River Road, the addition of several new interior roadways and roundabouts, and the expansion of existing multi-modal transportation networks will connect residents and employees to the Niagara River while opening up opportunities for future development.

The following pages break the preferred Master Plan into the two Strategic Areas for which plans were created, providing 2D concept plans, 3D illustrations, and detailed project summaries. To realize the vision of the preferred TOA Master Plan concepts and to advance the Town’s economic development program, several additional recommendations including capital improvement projects and regulatory actions are outlined as well.
PREFERRED TOA MASTER PLAN
Strategic Areas

1. MileView
2. United
3. Niagara River World/INS/Cherry Farm
4. Huntley/Sawyer

City of Tonawanda
Town of Tonawanda
Niagara River
United Nations
World Trade Center
Cherry Farm
MileView

190
290
384
265
266
MileView Strategic Area

The MileView Strategic Area has the greatest potential in the Tonawanda Opportunity Area for new development and redevelopment of brownfield sites. The area has exceptional access to the regional road network, enjoys a mile of beautiful Niagara River waterfront and many properties in the area have been remediated. It is also home to the successful and burgeoning Riverview Solar Technology Park.

The goals of the MileView Strategic Area Master Plan are to:

- Complement existing development at Riverview Solar Technology Park;
- Create a new mixed use, pedestrian oriented “neighborhood” that has a sense of place;
- Capitalize on existing natural resources like the Niagara River, creeks and natural forested areas; and
- Improve access into the interior of the area between River Road and the Interstate 290.

However, the area must be developed in a phased approach by developing sections of roadways and amenities over time. A phased development approach should also be pursued because uses such as retail will follow the jobs created by office and industrial developments.
MileView Strategic Area

VISUALIZATION OF POTENTIAL DEVELOPMENT AND PLACEMAKING OPPORTUNITIES

STRATEGIES

1. Mixed Use Town Center: The Town of Tonawanda does not have a Town Center and the MileView Strategic Area provides the ideal opportunity to create one along the Niagara River. The Town Center would be a mixed use, pedestrian oriented center with multiple story buildings with residential on the upper floors and commercial uses on the first floor.

2 & 3. Riverside Commercial Sites: Riverside commercial sites would provide small to medium sized Class A office and regional retail stand-alone sites that could take advantage of Niagara River views and access to River Road.

4. Office and Light Industrial Zone: For companies that need larger sites, such as warehouse, light industrial and Class A office users, but also want to take advantage of natural resources such as forested land, interior trails and creeks.

5. Creekside Townhomes: A small “bluff” above Two Mile Creek would provide views of the City of Tonawanda and portions of the Niagara River to residents that prefer townhome or condominium living.

6. Solar Panel Array: Solar panels can provide sustainable and affordable power to area businesses and residents.

7. Trail Network: A trail network would provide transportation options and recreational opportunities to residents and workers in the new neighborhood including those who live and work there.

MARKET BASED POTENTIAL USES

- Office
- Retail/Restaurants
- Residential
- Light Industrial/Warehouse
MIXED USE TOWN CENTER (PROJECT #1)

A new mixed use Town Center would be located between Two Mile Creek and the proposed new Boulevard, facing River Road and the Niagara River. Currently, the Town has no “downtown” and this area would provide an opportunity to create a high density, walkable mixed use center with a Town Square.

Mixed use buildings with commercial spaces on the first floor would also include market rate residential units on the upper floors. Buildings would be as tall as six-stories to provide views of the Niagara River for residents on the upper floors. Buildings would be of high quality and based on design criteria.

Traffic calming on River Road (Project #14) would allow easier crossing for pedestrians and provide bike lanes for bicyclists. A roundabout would be installed at the intersection of River Road with the new Boulevard and a center landscaped median would be installed on River Road. Residents and employees would have easy access to the trails along the Erie Canal path and proposed new trails (Project # 7) within the TOA all of which will connect to a larger regional network of trails.
Section view (top) and visualization (bottom) of River Road at the proposed new Boulevard
RIVERSIDE COMMERCIAL SITES (PROJECTS # 2 AND 3)

The Riverside commercial sites at MileView would be a slightly less dense development area just to the west of the Town Center. While the area would still have some three- to four-story mixed use buildings, the height and density of buildings would decrease and building coverage would decrease going west from the Town Center.

The larger building coverage would allow for the development of medium sized Class A office sites and stand-alone retail and restaurant sites. Commercial building heights would be lower in this area and average two stories. Some residential development is also possible in this area as well, including stand-alone multi-story residential buildings that want to take advantage of views of the Niagara River.

The Riverside commercial sites’ building design would be based on a set of design criteria and parking lots would incorporate green infrastructure for stormwater. Sites in the Riverside area would be heavily landscaped and parking lots would be hidden from public view sheds by buildings or landscaping.

Illustration of Riverside commercial area west of the proposed new Boulevard
OFFICE AND LIGHT INDUSTRIAL ZONE (PROJECT #4)

To the south and east of the Town Center and Riverside commercial sites is an area reserved for light industrial, warehouse or Class A offices for businesses that need larger sites and larger buildings. The new buildings would be compatible and complementary in scale and character with the Riverview Solar Technology Park.

Density of the sites would be lower than the Town Center and Riverside commercial area. Most sites would primarily be single use facilities with parking to accommodate employees.

Ideally site plans for this area would maintain some of the existing natural features or enhance existing natural features such as wooded areas. Similarly, parking lots and sites should be heavily landscaped and utilize green infrastructure to minimize impacts on the environment and stormwater system. In short, the office and light industrial zone should appear as if it were in the middle of a park.

The majority of the multi-modal trails proposed in the TOA traverse through the office and light industrial zone. Therefore site plans should also include areas set aside for trail construction and trail connections.

To encourage development of the office and light industrial zone investments in road and water/sewer infrastructure will be needed.

Illustration of office and light industrial zone
CREEKSIDES TOWNHOMES (PROJECT # 5)

The market study indicated a potential demand of 25 for sale and 250 for rent apartment units. This is following a trend throughout Upstate New York and the nation as the baby boomers retire and downsize. Millennials are also adding to the demand for rental units as they are delaying settling down and forming families.

Consequently the Master Plan includes an opportunity for townhouse development along Two Mile Creek Road. The units could be for rent or for sale units.

Placement of the townhomes along the west side of Two Mile Creek Road would take advantage of a slightly higher topography than Two Mile Creek. The “bluff” along the west side of Two Mile Creek would provide residents with views of the creek, the City of Tonawanda, and potentially the Niagara River. Parking would be situated behind the buildings to promote a natural aesthetic along the Two Mile Creek corridor.

The townhomes would be in close proximity to the Town Center so residents could walk or bike to the “downtown” for meals, convenience items and events. Access to the Town Center would be provided by nearby trails. Townhomes are also an ideal transitional use between the proposed office and light industrial zone and existing City of Tonawanda residential neighborhoods.
SOLAR PANEL ARRAY (PROJECT # 6)

There are various “difficult sites” throughout the TOA where installation of solar panels, on ballasts, is feasible and a good interim or long term use for the property. With various New York State incentives the installation of solar panels has become more feasible. This site could potentially provide Community Solar power generation that could either serve sites within the MileView Strategic Area or large power users within or outside the Tonawanda Opportunity Area (i.e. large manufacturers, medical facilities, schools).

For a private development site, a general rule of thumb is that a minimum of 15 acres is required for solar panel arrays to be financially feasible. The thresholds for public sites may be smaller where a return on investment is not required.

The MileView Strategic Area plan proposes a solar array to supply affordable and sustainable power to area businesses on top of a “difficult site.” The Town of Tonawanda is encouraging solar arrays and other alternative energy options throughout the Town. The Town was recently designated a New York State Energy Research and Development Authority (NYSERDA) Clean Energy Community for their efforts to implement clean energy actions, save energy costs, and improve the environment.
MILEVIEW TRAIL NETWORK (PROJECT #7)

One of the key statements of the TOA Vision Statement is to reconnect the TOA with the Niagara River and other sites within the TOA. Therefore the TOA Master Plan includes a network of trails throughout that weave the development areas to each other, the Niagara River and the regional trail network. This project includes a switchback trail near the proposed roundabout at River Road and Riverwalk Parkway that would connect the Mileview Trail network to the existing Riverwalk multi-use path located at a much lower elevation along the waterfront.

Trails would be an integral part of the area’s alternative transportation network

Illustration of trail system near Riverwalk Parkway including a pedestrian bridge over Rattlesnake Creek
Niagara River World/INS/Cherry Farm Strategic Area

This Strategic Area is a large area along the Niagara River that combines three underutilized strategic sites into one Strategic Area:

- Niagara River World – includes a 12 acre parcel with a warehouse and a vacant 50 acre parcel;
- Cherry Farm – a capped 56 acre landfill; and
- Former 29 acre INS junkyard which is currently being cleaned up and has been purchased by Erie County.

Based on the market analysis, parcel sizes and surrounding industrial uses in the area, as well as exceptional access to the Interstate, the site is ideal for warehouse and light industrial uses. While the uses would be industrial, they would be developed in parklike surroundings along the waterfront inclusive of trails, Niagara River access and lush landscaping.

Just as the MileView area was “primed” with recent Riverview Technology developments, this area would benefit from one project to promote the area’s future development.
Niagara River World/INS/Cherry Farm Strategic Area

VISUALIZATION OF POTENTIAL DEVELOPMENT AND PLACEMAKING OPPORTUNITIES

STRATEGIES

8. Redevelop the Niagara River World Site: The current Niagara River World site is a large 230,000 square feet unheated warehouse. To be competitive with similar warehouse facilities, and to be considered for light industrial uses, the building should be heated and office space should be added.

9. Build New Warehouse and Light Industrial Space: Warehouse and light industrial space is at a premium in the Buffalo Niagara region and the exceptional access to the highway would make this site attractive to potential users.

10. River Dock: Maintain and upgrade the River dock at Niagara River World which is a significant feature.

11. Open Space Trail Network: Develop a bike/pedestrian trail that connects the three sites to each other, the Erie Canal trail and the Niagara River waterfront.

12. Cherry Farm Park: Redevelop the landfill for a Park to take advantage of extraordinary views of, and access to, the Niagara River.

13. Regional Composting Facility: Erie County is considering establishing a shared Regional Composting Facility at this site to serve multiple Towns in Erie County.

MARKET BASED POTENTIAL USES

- Light Industrial
- Warehouse
NIAGARA RIVER WORLD – REDEVELOPMENT, NEW BUILD, DOCK, AND TRAIL (PROJECTS # 8, 9, 10, AND 11)

Niagara River World is a unique and hidden opportunity in the TOA. The site is actually two parcels totaling 62 acres with a 230,000 sq. ft. unheated warehouse facility. An approximate 1,000 lineal foot river dock is part of the site which allows barge and ships to dock. Of the 62 acres approximately 50 acres are vacant and available for development.

At the same time the site is surrounded by heavy industrial uses. Tonawanda Coke is east of the property, the Cherry Farm landfill site is north of the site, and an oil storage and distribution facility is south of the property.

Because of the heavy industrial uses present in the vicinity, residential and office uses are not recommended at this strategic site. The construction of large industrial and warehouse space (250,000 to 500,000 sq. ft.) is recommended at the site which would not only be more appropriate but would also satisfy the need for industrial space in the Buffalo Niagara region (Project #9). Moreover, the site is ideally situated between two exits serving Interstate’s 190 and 290. In addition, the existing warehouse should be heated and office space should be constructed within the warehouse for use by tenants (Project #8). The commercial-grade river dock should be maintained and upgraded (Project #10).

Although warehouse and light industrial uses are recommended at the site, the buildings and sites should be compatible with the prime waterfront location. Therefore the plan includes heavy landscaping on the River Road side of the development adjacent to the Riverwalk trail, and parking located at the side or rear of the buildings. Buildings are also set back approximately 400 feet from the Niagara River to maintain access to the waterfront.

The TOA trail network would also be introduced at the site to provide access to the River, circulation between buildings, and connections to Cherry Farm Park as well as the regional trail network (Project #11). The plan assumes the property between Niagara River World and the Cherry Farm will become part of the development.

A key action to support and facilitate the development of Niagara River World is the installation of a new entrance and roadway into the vacant 50 acre parcel. As shown on the plan, the proposed access roadway from River Road is aligned with an existing right of way the property owners obtained to install an access roadway.
A rendering from the Wall Street Journal showing modern warehouse design including landscaping that could be implemented at the Niagara River World site.

Illustration potential “connector” park between Niagara River World and Cherry Farm Park.
CHERRY FARM PARK (PROJECT #12)

The Cherry Farm Park concept has been a high priority of the Town of Tonawanda for more than 20 years. The Cherry Farm property is a former landfill and the groundwater there is currently being treated and monitored by the potentially responsible parties (National Grid and Honeywell).

As part of the 2014 Waterfront Land Use Plan a park design was developed for the site including passive and active recreational areas as well as trails and open space. Cherry Farm is located directly on the Niagara River at the “bend” in the River, thereby providing views north and south down the River.

The challenge is in the implementation of the project and dealing with operating and maintenance costs for the landfill in addition to future liabilities. The Appendices includes a “Cherry Farm Park Strategy” which begins to address those issues and potential solutions and partnerships to advance park redevelopment at the site.

Cherry Farm Park concept rendering from the 2014 Waterfront Land Use Plan by the Cecil Group
REGIONAL COMPOSTING FACILITY (PROJECT #13)

Erie County recently purchased and is currently cleaning up a former junkyard at 4111 River Road just east of and across the street from the Niagara River World site. The purpose of the purchase and subsequent cleanup was to develop a regional composting facility for multiple municipalities in Erie County. Currently many Towns are running out of space to compost leaves and other yard waste. At the same time, a regional composting facility has economies of scale for maintenance and operation that could potentially save money in the Towns while it produces revenue for the County.

A Phase I and Phase II Environmental Assessment were prepared for the site prior to Erie County’s purchase of the property. Based on the findings the site is undergoing remediation and tires and other refuse have been removed.

Of the 30 acres available at 4111 River Road, the County believes they will only need 15 acres for the composting facility and the remaining 15 acres could be utilized for warehouse or light industrial development. Appendix G includes a property and topographical survey of 4111 River Road.

Illustration potential new light industrial/warehouse space and regional composting facility on Erie County owned property
ADDITIONAL RECOMMENDATIONS

To complement and advance the Tonawanda Opportunity Area Master Plan several additional actions should be considered to realize the area’s full potential. Additional recommendations are divided into capital improvements, regulatory changes and funding actions.

CAPITAL IMPROVEMENTS

CONVERT RIVER ROAD INTO A TWO LANE ROADWAY WITH A TURNING LANE, TWO BIKE Lanes, A CENTER MEDIAN AND ROUNDABOUTS (Project #14)

If there is one public improvement project that could have the most significant impact on the TOA it is implementing a River Road “highway” diet between the Grand Island bridge and the City of Tonawanda. Currently the roadway is a four lane highway with speeds far in excess of its posted speed limit. Crossing the highway on foot or by a bicycle is dangerous. Businesses along the route have difficulty leaving their properties, especially those with truck deliveries.

As part of the TOA project, a new roadway design was developed that includes two driving lanes, a turning lane, two bicycle lanes, and a center median. Traffic roundabouts would be placed at the intersection of Riverwalk Parkway and the proposed new Boulevard. Parking lanes would be needed near the intersection of River Road and the new Boulevard at the Town Center. Additionally, the new roadway design should address existing stormwater issues near the United Refining property. Total costs of restriping River Road and installing two roundabouts is estimated to be approximately $3 million. Installing a raised, landscaped median and stormwater improvements will add to that cost. Preliminary design and cost estimates for the project are included in the Appendices.
Engineered drawing of roundabout at Riverwalk Parkway with switchback path to Isle View Park (top); Plan view showing River Road median and roundabouts (middle); and visualization with green infrastructure concepts (bottom)
CONSTRUCT A NEW BOULEVARD BETWEEN RIVER ROAD AND THE YOUNGMANN COMMERCE CENTER AND ROUNDABOUTS (Project #15)

Access into the interior of the TOA is critical to its ultimate redevelopment. Without vehicular access there will be limited development in the MileView Strategic Area.

Preliminary project designs and cost estimates were prepared for a boulevard extension into the interior of the MileView Strategic Areas as part of the TOA project. The new roadway would include a landscaped, raised center median, two travel lanes, and adjacent multi-modal paths or sidewalks. Roundabouts would be installed at its intersection with River Road (Project #14), Two Mile Creek Road, and midway with internal roads. Decorative lighting standards would also be installed as well as water, sewer and storm infrastructure. There are also opportunities for green infrastructure. The estimated cost is $6 million so the project will need to be done in phases. Preliminary plans and cost estimates are included in the Appendices.

Cross section of proposed new boulevard (top) and visualization with green infrastructure concepts (bottom)
CONSTRUCT A NEW ENTRANCE TO NIAGARA RIVER WORLD  (Project #16)

Currently the Niagara River World site is divided into two parcels. One 12 acre parcel is home to a 230,000 sq. ft. warehouse and also has an entrance and parking. The second and larger 50 acre site is mostly vacant and does not have an entrance. If the owners desired to keep the 12 acre parcel and sell the 50 acre parcel then an independent entrance will be needed on the larger parcel.

The concept plans were designed so the entrance roadway is situated within a right of way the owners have for installation of a new entrance. Based on estimates prepared for the new entrance a new 750 lineal feet roadway will cost $1,500,000.

A new entrance into the vacant Niagara River World parcel (yellow-dotted boundary) would induce development at the site.
REGULATORY CHANGES

RE-ZONE MOST OF THE MILEVIEW STRATEGIC AREA TO A WATERFRONT BUSINESS DISTRICT ZONE AND ADD HOUSING AS A SPECIAL USE

RE-ZONE M-1 INDUSTRIAL ZONE IN THE CITY PORTION OF MILEVIEW TO MIXED USE

Within the Town, the MileView Strategic Area is currently zoned Waterfront Business District for a limited section parallel to River Road. The remainder of the MileView Strategic Area within the Town is zoned Waterfront Industrial. Within the City, the MileView Strategic Area is zoned Industrial.

The future of the MileView Strategic Area is not industrial in nature. While some warehouse and light industrial uses are envisioned in the plan, the majority of the uses are a mix of offices, residential, restaurants and retail.

None of the zones in the MileView Strategic Area permit housing at all.

Therefore re-zoning the majority of the MileView Strategic Area to the Waterfront Business District would facilitate the development vision of the Master Plan. Prior to, or in concert with the re-zoning, multi-family residential should be added as a Special Use under the Waterfront Business District to allow for market rate apartments and townhomes to be built in the area. The M-1 zone in the City of Tonawanda should also be amended to be a mixed use zone.

Approximate areas in the Town (red-dotted boundary) and City (blue-dotted boundary) that should be mixed use zones
CREATE A COMPREHENSIVE SITE PLAN REVIEW PROCEDURE WITHIN THE CITY OF TONAWANDA (PARTICULARLY FOR THE RECOMMENDED MIXED USE DISTRICT)

Currently the City of Tonawanda only conducts site plan review for properties located within the Spaulding Commerce Park zoning district. The reviews are completed by the City’s Planning Board.

With development pressure increasing, the City recognized the need to expand their regulatory review over future development projects. Consequently the Council passed a resolution which provides the City’s Planning Board with the power to conduct site plan review and approval determinations at a meeting held on December 5, 2017. The City is currently developing the actual Site Plan Review ordinance regulations for the Planning Board to administer.

FINANCING

CREATE FINANCING TOOLS TO ADVANCE TOA CONCEPTS

While the Town and individual property owners will apply for funding to implement many of the objectives of the TOA, there still needs to be a reliable source of funding at the Town level for environmental restoration, infrastructure improvements and assisting property owners with landscaping improvements. All of these options will either require or work best with the establishment of a Local Development Corporation (LDC). There are several concepts to consider:

1. Create a Special Improvement District for the entire TOA – A Special Improvement District (SID) permits municipalities in New York State to institute a special tax on property owners within a designated boundary primarily for infrastructure improvements. A TOA SID could be established to provide funding for infrastructure improvements and upgrades within the public right of way including, but not limited to, streetscape improvements, water/sewer improvements, parking, sidewalks, roadways, and even some services.

2. Create a PILOT increment financing (PIF) program - Under the program a portion (i.e. 50 percent) of any increases in property tax revenues within the TOA will be targeted to a special fund to advance economic development projects in the TOA for public purposes.

3. Request Funding for a Loan/Grant TOA Financing Program – Obtain a grant for $500,000 - $1 million to establish a low interest revolving loan fund with
partial grants to provide to business owners to clean up their properties and/or install landscaping or infrastructure improvements on private property.

4. Create to Town Special Reserve fund to transfer Town fund and private donations into an account that can accrue to assist the Town with providing required matches on grant applications or to help fund landscaping or other public improvements.

IMPACTS AND MITIGATION

Please note that the entirety of Project #1 (Town Center) and Project #5 (Creekside Townhomes) and portions of Project #4 (Office, Light Industrial, and Warehouse) and Project #7 (Mileview Trail Network) are located within the City of Tonawanda. All other proposed projects found within the preferred Master Plan are located within the Town of Tonawanda. As such, mitigation techniques will rely on the ordinances, regulations, and review of both the Town and City.

LAND USE

A complete analysis of existing land use can be found in Section 3 of this Plan. Key findings include:

- Infrastructure and utilities uses including numerous landfills, the recently retired Huntley Power Plant, railroads, overhead electric corridors, etc. dominate the Study Area. These uses account for 33 percent of the land area and are scattered throughout the Study Area. Many of these sites are “difficult sites” with long term challenges which will require creative solutions.

- Active industrial uses account for an additional 31 percent of the land area. While industrial uses in the northern portion of the Study Area tend to be light industrial, warehouse, and distribution related, industrial uses in the southern portion of the Study Area are heavy industrial.

- Large portions of the Study Area are made up of vacant land (27%). Much of this land is vacant due to historical reasons and a lack of internal roadways. With the creation of an internal roadway network, these vacant sites would be ideal for new development and redevelopment.
The preferred Master Plan envisions the following changes to land use over the full build out timeframe (20+ years):

- **Light Industrial/Warehouse.** The preferred Master Plan envisions the construction of up to 1,110,000 square feet of light industrial/warehouse space over the full build out timeframe. This total includes the construction of up to 460,000 square feet of modern light industrial/warehouse space within the interior of the MileView Strategic Area and up to 650,000 square feet of modern light industrial/warehouse space within the Niagara River World/INS/Cherry Farm Strategic Area. In addition, the existing 230,000 square foot Niagara River World warehouse will be improved to include heat and office space for leases.

- **Office/Research/Flex.** The preferred Master Plan envisions the construction of up to 695,000 square feet of office/research/flex space over the full build out timeframe. Up to 205,000 square feet of Class A office space with views of the River will be built along River Road within the MileView Strategic Area. In addition, up to 490,000 square feet of new office/research/flex space will be constructed within the interior of the MileView Strategic Area, particularly along the proposed new Boulevard.

- **Restaurant and Retail.** The preferred Master Plan envisions the construction of up to 348,000 square feet of new restaurant and retail uses over the full build out timeframe. The proposed Town Center within the MileView Strategic Area would house up to 166,000 square feet of retail/restaurant space on the first floor of the mixed-use buildings. An additional 56,000 square feet of retail/restaurant space would be found on the first floor of mixed use buildings adjacent to the Town Center. Lastly, up to 126,000 square feet of new retail/restaurant space would be created in stand-alone buildings adjacent to River Road and Riverwalk Parkway within the MileView Strategic Area.

- **Residential.** The preferred Master Plan envisions the creation of up to 803 residential units (1,205,000 square feet) over the full build out timeframe. These units would house an estimated 1,574 residents based on current average household sizes for the Town of Tonawanda. Up to 553 lofts/apartments (830,000 square feet) are to be located within the upper stories of the proposed mixed-use Town Center within the MileView Strategic Area. An additional 100 lofts/apartments (150,000 square feet) are to be located within the upper stories of additional mixed-use buildings.
adjacent to the Town Center. Lastly, up to 150 townhomes (225,000 square feet) are to be located along Two Mile Creek Road within the MileView Strategic Area. All of the proposed residential units will be new build. Phased over a 20 year build out timeframe, potential growth would average about 40 units per year.

- **Solar.** The preferred Master Plan envisions the construction of large solar fields on top of “difficult sites” within the Study Area including a roughly 24 acre area within the interior of the MileView Strategic Area which is a State Listed Inactive Hazardous Waste Disposal Site.

- **Parks/Trails.** The preferred Master Plan envisions the creation of trail networks within both Strategic Areas which will connect to existing regional trail networks, the construction of Cherry Farm Park, and the potential installation of a connector park between Cherry Farm and Niagara River World.

In total, the maximum potential build out of the preferred Master Plan would result in the construction of nearly 3.4 million square feet of space. This space would house approximately 4,587 employees and 1,574 residents as detailed in the table below.

### Table 12: New Space, Employees, and Residents Analysis

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<td>Office/Research/Flex</td>
<td>695,000</td>
<td>300</td>
<td>2,317</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail/Restaurants</td>
<td>348,000</td>
<td>300</td>
<td>1,160</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lofts/Apartments</td>
<td>980,000</td>
<td>653</td>
<td>1.87</td>
<td>1,221</td>
<td></td>
</tr>
<tr>
<td>Townhomes</td>
<td>225,000</td>
<td>150</td>
<td>2.35</td>
<td>353</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>3,358,000</td>
<td>803</td>
<td>4,587</td>
<td>1,574</td>
<td></td>
</tr>
</tbody>
</table>

Note: * The coefficient is either number of new employees per square foot or number of new residents per residential unit.

Source: ITE; U.S. Census Bureau 2012-2016 American Community Survey; LaBella Associates, D.P.C.

Implementation of the preferred Master Plan will result in changes to existing land uses. In most cases, the preferred Mater Plan illustrates the redevelopment of vacant/underutilized industrial land, vacant wooded land, and underutilized landfills. In rare instances, existing retail, industrial, and distribution businesses, the Firemen’s Park, and potentially one single family home will need to be relocated to more appropriate locations in order to create the necessary space needed for the
proposed projects. These changes to land use and relocation of existing businesses, open space, and residences are necessary to reach the community’s vision and many of the changes tie in directly to the goals and principles of this Plan.

The new land uses will result in many benefits to the community. The new land uses will increase employment opportunities and housing diversity, create a much needed mixed-use Town Center near the waterfront, improve the aesthetics and safety of the area, and provide additional recreational opportunities and connections to the Niagara River.

While there are numerous benefits associated with the implementation of the preferred Master Plan, the process of revitalization also carries inherent risks. Potential adverse impacts resulting from land use changes include temporary loss of employment, construction impacts, human health risks (associated with brownfield cleanup), potential conflicting land uses, and potential offensive odors relating to the regional composting facility. Mitigation measures are recommended to address the potential impacts which result from land use change prior to, during, and after construction.

Table 13: Land Use – Pre-Construction Related Impacts and Mitigation

<table>
<thead>
<tr>
<th>Potential Adverse Impact</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of jobs as a result of the demolition and/or relocation of existing businesses</td>
<td>Implementation of the preferred Master Plan would require the demolition of several buildings and rehabilitation of others. Some of these buildings are currently vacant or underutilized; however, most house existing businesses (some of which are quite large). The developers, with help from the Town and City, should approach these business and property owners to compensate them fairly for their property and to help relocate them to more appropriate areas of the Town/City. It should also be noted that the loss of jobs, if any, would likely be temporary. It is estimated that implementation of the preferred Master Plan would ultimately create more than 4,500 jobs.</td>
</tr>
</tbody>
</table>
Table 14: Land Use - Construction Related Impacts and Mitigation

<table>
<thead>
<tr>
<th>Potential Adverse Impact</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impacts to water quality due to soil erosion, sedimentation, and stormwater runoff</td>
<td>As outlined in greater detail within the Town’s Stormwater Management Ordinance (Chapter 73) and the City’s Stormwater Management Ordinance (Chapter 52), projects which involve one or more acres of soil disturbance must obtain coverage under the State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity through the NYSDEC. This permit requires the completion of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies all potential sources of pollution which may reasonably be expected to affect the quality of storm water discharges from the construction site, describes practices to be used to reduce those pollutants, and helps assure compliance with the terms and conditions of the permit. Considering the Town and City of Tonawanda are designated Municipal Separate Storm Sewer Systems (MS4s) communities, the SWPPP and SPDES permit undergo thorough review.</td>
</tr>
<tr>
<td>Construction noise</td>
<td>Any noise resulting from construction activities would need to adhere to the Town’s Noise Ordinance (Chapter 133) or the City’s Noise Ordinance (Chapter 26, Article 4) depending on the location of the construction. These ordinances set specific decibel limits based on time period, sound source land use, and receiving land use category to ensure that the public’s quality of life is not adversely impacted by noise.</td>
</tr>
<tr>
<td>Human health risks associated with brownfield cleanup</td>
<td>Brownfield cleanup projects would require the development of and compliance with Health and Safety Plans, Community Air Monitoring Plans, Quality Assurance Project Plans, Remediation Action Work Plans, and post-cleanup sampling as applicable and required by the NYSDEC.</td>
</tr>
<tr>
<td>Potential impacts to existing Brownfield Cleanup Program Sites</td>
<td>Based on correspondence dated June 11, 2018, the New York Department of Environmental Conservation Region 9 Permit Office, the Study Area includes properties that are part of the Brownfield Cleanup Program. As individual projects are developed, coordination with the Department’s Division of Environmental Remediation will occur to ensure compliance with the Site Management Plan for the BCP sites.</td>
</tr>
</tbody>
</table>
Safety impacts to pedestrians, drivers, and workers | Work zone pedestrian safety and traffic management plans would be requested of construction contractors in accordance with best practices, based on the size, type and location of construction activities.

<table>
<thead>
<tr>
<th>Potential Adverse Impact</th>
<th>Mitigation Measures</th>
</tr>
</thead>
</table>
| Stormwater runoff        | **Town:** All of the proposed projects located within the Town would require Site Plan review by the Town’s Planning Board and Development Services Staff. This review requires that the developer provide a drainage plan and SWPPP to ensure the adequacy of the proposed stormwater management facilities. The review also requires the submittal of a grading plan including stabilization and erosion control measures to be used during and after construction. Additional detail can be found within the Town’s Zoning Code (Chapter 215) and Stormwater Management Ordinance (Chapter 73).

**City:** As outlined in greater detail within the City’s Stormwater Management Ordinance (Chapter 52), projects which involve one or more acres of soil disturbance must obtain coverage under the State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity through the NYSDEC. This permit requires the completion of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP requires (among other things) post-construction stormwater runoff controls which must meet specific performance and design criteria for stormwater management and erosion and sediment control. Periodic inspections of the stormwater facilities following completion of the project would be conducted by the appropriate City staff to ensure that the facility is maintained in proper working condition to meet design standards and any other provisions established by Chapter 52 of the City’s Code. |
| Light pollution          | **Town:** All of the proposed projects located within the Town would require Site Plan review by the Town’s Planning Board and Development Services Staff. This review requires developers to indicate the location, direction, power, and time of use for any proposed outdoor lighting. Lighting must be adequate to provide safety and security. Lighting must generally illuminate only the site in question and must definitely not negatively impact adjacent |
uses. Additional detail can be found within the Town’s Zoning Code (Chapter 215).

**City:** Projects would be required to meet applicable regulations in the City Code regarding lighting and light spill. At the current time, the City’s Code contains only minimal requirements with regard to lighting.

<table>
<thead>
<tr>
<th>Conflicting land uses that negatively impact quality of life</th>
<th>Implementation of the Town Zoning Code and City Zoning Code inclusive of the proposed changes found within this Plan would prevent conflicting land uses from occurring. The Plan is designed to rectify existing conflicts and avoid future conflicts and therefore improve overall quality of life.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offensive Odors related to the Regional Composting Facility (Project #13)</td>
<td>The Regional Composting Facility has been located outside of close proximity to residential neighborhoods. While Cherry Farm would be located across the street, it would be upwind of the Composting Facility which would minimize incidents of odor annoyance. Preventing excessive odors requires consistent management of the composting process, starting with prompt attention to incoming ingredients. Wet materials should be mixed with a porous bulking amendment to provide the necessary pre-conditions for oxygen transport, and then must be aerated or turned as required during the active stages of the composting process. Proper management techniques, such as these, would be implemented to avoid odors.</td>
</tr>
<tr>
<td>Loss of Firemen’s Park</td>
<td>See discussion, including mitigation techniques, within the Parks, Open Space, and Recreation section.</td>
</tr>
</tbody>
</table>
TRANSPORTATION

A complete analysis of existing transportation systems can be found in Section 3 of this Plan. In addition, Transportation Plans and Cost Estimates for the proposed River Road, New Boulevard, and Niagara River World Access projects can be found in Appendix D. Key findings as they relate to the preferred Master Plan include:

- The TOA’s ease of access to the Interstate Highway system is one of its greatest assets.
- The lack of an internal road network into the heart of the nearly one-mile deep properties found throughout the TOA has prevented development.
- River Road/Niagara Street is likely overbuilt given the current AADT rates of 7,000 to 12,000 autos daily.

The preferred Master Plan envisions the following changes to transportation systems over the full build out timeframe:

- Implement a road diet on River Road from the Grand Island bridges to the boundary with the City of Tonawanda. The new roadway design would include two driving lanes, a turning lane, two bicycle lanes, a center median, parking lanes at appropriate locations, and roundabouts at the intersection of Riverwalk Parkway and the proposed new Boulevard.

- Construct a new Boulevard through the interior of the MileView Strategic Area connecting River Road with Two Mile Creek. The new roadway would include a landscaped, raised center median, two travel lanes, adjacent multi-modal paths or sidewalks, and roundabouts at major intersections.

- Construct an entrance roadway from River Road into the heart of the Niagara River World development site.

- Install the MileView Trail Network with connections to the regional trail network, including a switchback path connection to Riverwalk in the vicinity of River Road and Riverwalk Parkway.

- Install the Open Space Trail Network and Cherry Farm Trail Network within the Niagara River World/INS/Cherry Farm Strategic Area with connections to the regional trail network.

- Maintain and upgrade the River Dock at Niagara River World.
In addition, the proposed projects under the preferred Master Plan (construction of the industrial, warehouse, office, retail, restaurant, and residential buildings) are anticipated to create nearly 56,000 additional vehicular trips daily as shown in Table 16. Note however, that the projected daily trips generated are highly speculative given the conceptual nature of the proposed uses and speaks nothing towards the timing of such traffic increases.

Table 16: Estimated Daily Trip Generated - Full Build Out

<table>
<thead>
<tr>
<th>Use</th>
<th>Total SF</th>
<th>Total Units</th>
<th>Coefficient*</th>
<th>Daily Trips Generated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Industrial/Warehouse</td>
<td>1,110,000</td>
<td>6.97</td>
<td>7,737</td>
<td></td>
</tr>
<tr>
<td>Office/Research/Flex</td>
<td>695,000</td>
<td>11.01</td>
<td>7,652</td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>108,000</td>
<td>42.94</td>
<td>4,638</td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td>240,000</td>
<td>127.15</td>
<td>30,516</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lofts/Apartments</td>
<td>980,000</td>
<td>653</td>
<td>6.65</td>
<td>4,342</td>
</tr>
<tr>
<td>Townhomes</td>
<td>225,000</td>
<td>150</td>
<td>5.81</td>
<td>872</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,358,000</strong></td>
<td><strong>803</strong></td>
<td></td>
<td><strong>55,756</strong></td>
</tr>
</tbody>
</table>

Note: * The coefficient is either number of daily trips generated per 1,000 square foot or number of daily trips generated per residential unit.

The proposed transportation improvement projects would greatly benefit the community including slowing down traffic, improving vehicular, bicycle, and pedestrian safety, and correcting existing stormwater issues along River Road. The proposed new boulevard would open up the interior of the MileView Strategic Area for further development as well as provide a safer alternative route for truck traffic (instead of using the local Two Mile Creek Road which is curvy, hilly, and near residential neighborhoods). The proposed new entrance roadway into the Niagara River World development site would open up the site for phased redevelopment. The various proposed trail networks, bicycle lanes, and sidewalk projects would expand the existing bicycle and sidewalk network, improve the quality of life for nearby residents and employees, and increase public access to the waterfront. At Niagara River World, deferred maintenance items such as patching or re-facing the docking areas are needed. In addition, the roadway is currently not paved adjacent to the dock which would be another improvement to improve its functionality and use.

While there are numerous benefits associated with the implementation of the preferred Master Plan, the projects also carry inherent risks related to transportation issues. Potential transportation related adverse impacts resulting from the proposed
projects include stormwater issues, major stormwater outfall relocation, increased traffic, inadequate public transportation, and pedestrian/bicyclist safety.

Perhaps of greatest concern are the many uncertainties surrounding traffic as a result of the proposed building and roadway projects. Uncertainties include the number and types/mix of vehicles, the timing of the growth, and the distribution of destination points. Proposed development projects will likely increase traffic while proposed roadway projects may limit north/south roadway capacity. As a result of these many uncertainties, the Town finds that the potential exists for a significant adverse environmental impact with regards to transportation issues.

Given the fact that the potential significant adverse environmental impact is based on the very uncertainty of how development, including new roadways, will occur over time, and how such development will affect traffic volumes and distribution, no further analysis of transportation issues can be provided in this document. However, the following mitigation measures and thresholds (in Section 5) have been established to determine when additional environmental review and traffic studies are needed. Additional project and site specific mitigation measures would be identified in such studies.

<table>
<thead>
<tr>
<th>Potential Adverse Impact</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stormwater runoff due to the increase in impervious surfaces related to new roads, parking lots, and trails</td>
<td>As outlined in greater detail within the Town’s Stormwater Management Ordinance (Chapter 73) and the City’s Stormwater Management Ordinance (Chapter 52), projects which involve one or more acres of soil disturbance must obtain coverage under the State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity through the NYSDEC. This permit requires the completion of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies all potential sources of pollution which may reasonably be expected to affect the quality of storm water discharges from the construction site, describes practices to be used to reduce those pollutants, and helps assure compliance with the terms and conditions of the permit. Considering the Town and City of Tonawanda are designated Municipal Separate Storm Sewer Systems (MS4s) communities, the SWPPP and SPDES permit undergo thorough review.</td>
</tr>
</tbody>
</table>
### TONAWANDA OPPORTUNITY AREA NOMINATION PLAN

<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Particularly for the trail projects and parking lots, the Town/City/developers should consider using permeable building materials and/or other forms of green infrastructure to minimize stormwater runoff impacts.</td>
<td></td>
</tr>
<tr>
<td>Potential relocation of one of the Town’s main storm water outfall</td>
<td>One of the Town’s main storm water outfall lines is located within the MileView Strategic Area along a roughly 64 foot wide Town-owned right-of-way near the border of the City of Tonawanda. As presented in the preferred Master Plan, the proposed New Boulevard would utilize this right-of-way to connect River Road to Two Mile Creek Road while opening up the interior of the Strategic Area for development. If it is determined during roadway design that the storm water outfall must be relocated, construction phasing should be such that there is no (or an extremely limited) gap in service.</td>
</tr>
<tr>
<td>Increased traffic</td>
<td><strong>Town:</strong> All of the proposed projects located within the Town would require Site Plan review by the Town’s Planning Board and Development Services Staff. The provisions of the review state “The Town Building Department may, at its discretion, require a detailed traffic study for large developments or for those in heavy traffic areas”. The adequacy and arrangement of vehicular traffic access and circulation is a consideration of the review. Additional detail can be found within the Town’s Zoning Code (Chapter 215). <strong>City:</strong> Detailed design reports and traffic analyses are typically required for capital improvement changes to the road network to ensure the roadways would continue to operate at an acceptable level of service. If projects come under the City’s review process, the City could opt to require such studies.</td>
</tr>
<tr>
<td>Inadequate public transportation</td>
<td>There are currently no public transportation routes along River Road/Niagara Street north of the I-190 nor along Two Mile Creek Road. Given the large amount of proposed development in the MileView Strategic Area, it is likely that demand for public transportation would increase. As residential and employment densities increase, the Town/City should advocate for additional public transportation routes in this area. It should be noted that the Town was successful at getting a bus route extended into the North Youngmann Commerce Center following completion of the First Source distribution facility.</td>
</tr>
</tbody>
</table>
Pedestrian/bicyclist safety

All capital improvement changes to the sidewalk/bicycle network would require detailed design reports which would consider pedestrian/bicyclist safety, among other things. Sidewalks, bicycle lanes, trails, and road crossings would be designed with pedestrian/bicyclist safety in mind. The Town recently adopted a Complete Streets Policy which includes a statute that the Town should create a comprehensive, integrated and connected network of transportation options for all modes of travel, designed and operated to enable appropriate and safe access for all users.

PARKS, OPEN SPACE, AND RECREATION

A complete analysis of existing parks, open space, and recreation can be found in Section 3 of this Plan. In addition, the Cherry Farm Park: Park Development Strategy can be found in Appendix F. Key findings as they relate to the preferred Master Plan include:

- While there is a county park, non-profit park, local playground, and open space within the Study Area, most are lacking in amenities.

- Within the southern portion of the Study Area, the waterfront is inaccessible to the public as the Riverwalk multi-use path is separated from the waterfront by industrial uses.

- Within the northern portion of the Study Area, portions of the waterfront are accessible to the public, but only if they are accessed from the far north or south (there is a steep grade change between River Road and the waterfront with no path connections in the immediate vicinity).

- Both the Riverwalk and Two Mile Creek multi-use paths are used frequently, particularly during the summer months.

The preferred Master Plan envisions the following improvements/changes to parks, open space, and recreation over the full build out timeframe:

- The creation of the MileView trail network including a switchback path connection to Riverwalk in the vicinity of River Road and Riverwalk Parkway and a connection to the Two Mile Creek multi-use trail.
• The creation of an open space trail network and optional connector park between Niagara River World and the proposed Cherry Farm Park. This project would include connections to the existing regional trail network.

• The construction of Cherry Farm Park which would include passive and active recreational areas as well as trails and open space.

• The installation of bicycle lanes along portions of River Road.

• The removal of the Firemen’s Park to make room for modern light industrial/warehouse space and new townhomes.

• The creation of open space, water features, and park-like settings at several of the proposed development projects within the MileView Strategic Area.

Implementation of the preferred Master Plan would result in a net increase in parkland, miles of trails, improved waterfront access, and new recreational connections. Potential adverse impacts as they relate to the proposed parks, open space, and recreation projects include pedestrian and bicyclist safety (both in terms of crossing busy roadways and within interior industrial/warehouse sites) and the loss of Firemen’s Park. The following mitigation measures should be adhered to in order to minimize adverse impacts.

<table>
<thead>
<tr>
<th>Potential Adverse Impact</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian/bicyclist safety related to crossing busy roadways and driveways</td>
<td>During design and implementation of new trails and bicycle lanes, safety measures should be included with regard to striped crossings, signage, pavement color or texture, etc. to clearly delineate where bike and pedestrians will travel and to provide separation from vehicle travel lanes.</td>
</tr>
<tr>
<td>Pedestrian/bicyclist safety related to remote trail locations throughout largely industrial areas</td>
<td>Design of trails through industrial areas should consider fencing around industrial areas, as well as adequate trail lighting. If access drives to industrial areas cross trail corridors, striping and signage should be installed to warn drivers of potential trail users.</td>
</tr>
<tr>
<td>Loss of Firemen’s Park</td>
<td>Further research should be conducted to determine whether or not Firemen’s Park is a formally designated park. If it is a formally designated park, then the State’s Parkland Alienation process would need to be adhered to. In either case, careful considerations should be made to ensure the local neighborhood still has access to recreational amenities.</td>
</tr>
</tbody>
</table>
WATER BASED AND AESTHETIC RESOURCES

A complete analysis of existing water based resources can be found in Section 3 of this Plan. In addition, wetland delineations were conducted at key sites within the Study Area as presented in Appendix I. Key findings as they relate to the preferred Master Plan include:

- The adjacent Niagara River is one of the Study Areas greatest assets due to its aesthetic views and recreational opportunities. However, there is extremely limited access to enjoy the resource as industrial land, River Road, and topography changes bisect the waterfront from nearby residential neighborhoods.

- Although Two Mile Creek and Rattlesnake Creek are not navigable, they provide tranquil views and park-like settings. These two creeks are Class B and are therefore subject to the stream protection provisions of the Protection of Waters regulations.

- Multiple un-named Class B tributaries weave across the MileView Strategic Area and are subject to the stream protection provisions of the Protection of Waters regulations.

- The MileView Strategic Area includes several forested, scrub/shrub, emergent, and riverine wetlands which would limit development potential but would help to maintain the natural and park-like setting that currently characterizes the Riverview Solar Technology Park.

- The Niagara River is a Federally-designated riverine wetland and a Class A-S water body and is therefore subject to the provisions of the Protection of Waters regulations.

- Several Federally-designated riverine wetlands and a State wetland are located within the Niagara River World/INS/Cherry Farm Strategic Area.

The preferred Master Plan includes the following projects within/near water based resources:

- The proposed Riverside Mixed Use and Stand-Alone Retail/Restaurant space (Project #2) is near/within Federally-designated emergent wetlands and ponds.
- Portions of the proposed Office, Light Industrial, and Warehouse space (Project #4) is near/within Federally-designated scrub/shrub and riverine wetlands and could impact several Class B tributaries.

- The proposed Solar Panel Array (Project #6) is near/within Federally-designated riverine wetlands and could impact several Class B tributaries.

- The proposed MileView Trail Network (Project #7) weaves through various upland and wetland areas as well as crosses multiple Class B streams.

- The proposed upgrades to the River Dock (Project #10) could impact the Niagara River.

- The proposed Open Space Trail Network and Optional Connector Park (Project #11) would cross Federally-designated riverine wetlands and State wetlands.

- The proposed Cherry Farm Park (Project #12) is near/within Federally-designated riverine wetlands and State wetlands.

- The proposed New Boulevard (Project #15) crosses multiple Class B streams and is near/within a wetland which was delineated as part of this Study (see Appendix I).

The benefits of these projects include improved opportunities to learn from and celebrate the Niagara River, Rattlesnake Creek, and Two Mile Creek, new and enhanced views of the Niagara River and Rattlesnake Creek, and a better understanding of the location of wetlands (particularly within the MileView Strategic Area). Furthermore, the types of development project proposed would improve the overall quality of water resources by hastening environmental remediation.

Potential adverse impacts are centered on stream disturbance/crossings, reef/submerged aquatic vegetation disturbance, wetlands, groundwater, water quality, and stormwater. The following mitigation measures should be adhered to in order to minimize adverse impacts.

<table>
<thead>
<tr>
<th>Potential Adverse Impact</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential disturbance to River and stream bed and banks (within 50 feet of the ordinary high water mark) due to development</td>
<td>The Niagara River is a Class A-S water body and is therefore subject to the provisions of the Protection of Waters regulations. All other charted streams within the proposed project areas are Class B streams and are subject to the stream protection provisions of the Protection of Waters regulations. For projects...</td>
</tr>
<tr>
<td>and/or crossings</td>
<td>impacting the River and/or streams, permits would need to be obtained to complete any work. The specific permit authorizations would be dependent on the nature of the work and the navigability of the stream. Permits would ensure adverse impacts are avoided, minimized, or mitigated.</td>
</tr>
<tr>
<td>Potential disturbance to the existing constructed reefs/submerged aquatic vegetation beds along the Niagara River shoreline bordering Cherry Farm due to development</td>
<td>Based on correspondence dated June 11, 2018, the New York Department of Environmental Conservation Region 9 Permit Office is particularly concerned with any impacts to the existing constructed reefs/submerged aquatic vegetation beds along the Niagara River shoreline bordering Cherry Farm. Projects will be designed to ensure the protection of these reefs and submerged vegetated areas and additional coordination with the Region 9 Permit Office will occur as individual projects are developed.</td>
</tr>
<tr>
<td>Potential disturbance to wetlands and/or altered wetland location</td>
<td>Based on correspondence dated June 11, 2018, the New York Department of Environmental Conservation Region 9 Permit Office is particularly concerned with the State’s Fresh Water Wetland BW-8 and its adjacent 100-foot-wide adjacent area (in the vicinity of the proposed Cherry Farm Park). They recommend that an updated wetland delineation be requested for BW-8, that work within the wetland or adjacent area will require a Freshwater Wetlands Permit, and that a meeting be held with Department staff to ensure proposed projects can meet permitting standards. Additional coordination with the Region 9 Permit Office will occur as individual projects are developed.</td>
</tr>
<tr>
<td></td>
<td>Based on correspondence dated June 11, 2018 with the New York Department of Environmental Conservation Region 9 Permit Office, portions of the project site are located on hydric soils. As such, as individual projects are developed, the project sponsor should contact the U.S. Army Corps of Engineers’ Buffalo District Office to determine if project components involve federally regulated wetlands or other approvals from that agency.</td>
</tr>
<tr>
<td>Wetland delineations should be conducted for any projects located near mapped or suspected wetlands. New development should avoid construction within wetlands to the greatest extent possible. For projects impacting wetlands, permits would need to be obtained to complete any work. The specific permit authorization would be dependent on the nature of the work and the magnitude of impact. If needed, mitigation techniques would be...</td>
<td></td>
</tr>
</tbody>
</table>
be required by the authorizing agency. These techniques can include restoring or enhancing existing wetlands and/or creating new wetlands in a different designated area in order to preserve the total area of wetlands.

<table>
<thead>
<tr>
<th>Safety concerns due to contaminated groundwater</th>
<th>Follow institutional controls and other use restrictions as set forth in final remediation plans for any sites that required clean-up. Potentially contaminated drinking water supplies would not be an issue as the entire Study Area would be serviced by public water.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impacts to water quality due to soil erosion, sedimentation, and stormwater runoff</td>
<td>As outlined in greater detail within the Town’s Stormwater Management Ordinance (Chapter 73) and the City’s Stormwater Management Ordinance (Chapter 52), projects which involve one or more acres of soil disturbance must obtain coverage under the State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity through the NYSDEC. This permit requires the completion of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies all potential sources of pollution which may reasonably be expected to affect the quality of storm water discharges from the construction site, describes practices to be used to reduce those pollutants, and helps assure compliance with the terms and conditions of the permit. Considering the Town and City of Tonawanda are designated Municipal Separate Storm Sewer Systems (MS4s) communities, the SWPPP and SPDES permit undergo thorough review.</td>
</tr>
</tbody>
</table>

**Town:** All of the proposed projects located within the Town would require Site Plan review by the Town’s Planning Board and Development Services Staff. This review requires that the developer provide a drainage plan and SWPPP to ensure the adequacy of the proposed stormwater management facilities. The review also requires the submittal of a grading plan including stabilization and erosion control measures to be used during and after construction.

**City:** No additional mitigation unless site specific review is needed under City land use regulations.
FLOOD HAZARD AREAS

A complete analysis of existing flood hazard areas can be found in Section 3 of this Plan. Key findings as they relate to the preferred Master Plan include:

- Based on current flood maps (Town: 1981 and City: 2008) in the vicinity of the MileView Strategic Area, Special Flood Hazard Areas (SFHA – also known as the 100-year flood zone) are located along a thin strip (between 50 to 150 feet wide) of the land side of the Niagara waterfront. These areas have a 1% chance of flooding annually and require flood insurance and a Town or City Floodplain Development Permit.

- Based on current flood maps (1981) in the vicinity of the Niagara River World/INS/Cherry Farm Strategic Area, SFHAs are found along a thin strip (between 50 to 150 feet wide) of the land side of the Niagara waterfront with several fingers stretching into the Niagara River World development site. In addition, almost the entire Cherry Farm Park is located within a SFHA. These areas have a 1% chance of flooding annually and require flood insurance and a Town Floodplain Development Permit.

- The Federal Emergency Management Agency (FEMA) is preparing to update their flood maps of Erie County. Based on preliminary maps dated December 31, 2009, within the MileView Strategic Area the SFHA would be limited to the immediate Niagara waterfront edge except for the thin strip within the City of Tonawanda. Based on those same maps, within the Niagara River World/INS/Cherry Farm Strategic Area the SFHA would be largely removed from the Cherry Farm Park site (only along some of the edges), limited to a thin strip along the Niagara waterfront, and added along the southern boundary of the Niagara River World site.

- The 1981 flood maps for the Town and the 2008 flood maps for the City are still the official maps until FEMA finalizes the newer ones. At this point it is unknown when the newer maps will be finalized.

The preferred Master Plan includes the following projects within the current (Town: 1981 and City: 2008) Special Flood Hazard Area (previously known as the 100-year flood zone):

- A small portion of the switchback path which leads down to the waterfront and is part of the MileView Trail Network;
- River Dock;
- Open Space Trail Network and Optional Connector Park;
- Cherry Farm Park.

With the exception of Cherry Farm Park, none of these projects occupy a significant portion of the floodplain. Based on updated mapping, much of Cherry Farm Park will no longer be located within a floodplain (once the updated maps have been adopted). Generally, the projects do not include above-ground structures that could displace or change floodwater flows.

The benefits of these projects include increased public access and recreational opportunities along the Niagara River, improved connections to the River from residential neighborhoods and employment centers, better utilization of underutilized and vacant sites, and an enhanced commercial-grade dock.

Potential adverse impacts from developing within the Special Flood Hazard Area (SFHA) include flood risks and increased flood insurance premiums. Any proposed development within the SFHA (not just construction of buildings, but filling, excavation, fences, etc.) is required to obtain a Town or City of Tonawanda Floodplain Development Permit. Owners of these sites must retain flood insurance and follow use restrictions as outlined in Chapter 92: Flood Damage Prevention of the Town Code or floodplain construction requirements as outlined in Chapter 34: Floods of the City Code.

Table 20: Flood Hazard Areas - Potential Adverse Impacts and Mitigation

<table>
<thead>
<tr>
<th>Potential Adverse Impact</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portions of some of the Proposed Projects are located within the Special Flood Hazard Area (SFHA)</td>
<td>Property owners and developers must retain flood insurance if located within the SFHA.</td>
</tr>
<tr>
<td></td>
<td>Developers must obtain a Town or City of Tonawanda Floodplain Development Permit in order to “develop” areas of the SFHA.</td>
</tr>
<tr>
<td></td>
<td>Redevelopment of areas located within the SFHA must follow Town use restrictions (as outlined in Chapter 92: Flood Damage Prevention of the Town Code) or City Floodplain Construction Requirements (as outlined in Chapter 34: Floods of the City Code).</td>
</tr>
</tbody>
</table>
WILDLIFE HABITATS

Wildlife habitat can be found throughout the Study Area, particularly in the northern portion. Potential large expanses of wildlife habitat include:

- Forested, wetland, and riverine habitats found throughout the MileView Strategic Area.
- Maintained meadow habitat at various landfills and at the Spaulding Commerce Center.
- Meadow, shrub, and wooded corridors along railroad and utility rights-of-way.

Based on correspondence with the New York Natural Heritage Program dated March 5, 2018, several protected animal species are located at or in the vicinity of the Study Area. Specifically, the letter indicated:

- Peregrine Falcon (Breeding) – endangered – documented within 850 feet of the project site;
- Bald Eagle (Breeding) – threatened – documented within 0.8 miles of the project site;
- Waterfowl Winter Concentration Area – conservation concern to the State – documented along the Upper Niagara River;
- Stiff Flat-topped Goldenrod – threatened vascular plant – documented at Grand Island East (north of the project site), Tonawanda Isle View slopes, within the northern portion of the project site and just northeast of the project site;
- Southern Blue Flag – endangered vascular plant – documented at Beaver Island (southwest of the project site).

Based on correspondence dated June 11, 2018, the New York Department of Environmental Conservation Region 9 Permit Office confirmed the presence of the Peregrine Falcon and Bald Eagle in the vicinity of the project site. The letter recommends:

If populations of the endangered or threatened species are found to be in the project area, project modification should be considered to avoid or minimize impact. Additionally, if the project or action is within or near an area with a rare animal, a permit may be required if
the species is listed as endangered or threatened and the department determines the action may be harmful to the species or habitat.

The U.S. Fish and Wildlife Service (USFWS) has identified the potential for the endangered Northern Long-eared Bat to be located within the Study Area. The bats are generally found in old-growth forests (trees greater than 3 inches in diameter at breast height with cavities and crevices) during the summer and caves/mines during hibernation. Trees fitting this description are likely found within the Study Area. However, the New York State Department of Environmental Conservation (NYSDEC) indicates the Town and City of Tonawanda do not contain a confirmed Northern Long-eared Bat habitat. The USFWS further identified the potential for sixteen different species of migratory birds to be present in the area.

Wildlife habitat which may be impacted by the proposed projects within the preferred Master Plan can be found throughout the two Strategic Areas as described below:

- Within the MileView Strategic Area, much of the existing Riverview Solar Technology Park and areas along Two Mile Creek Road are wooded.

- Forested, scrub/shrub, emergent, and riverine wetlands are found throughout the MileView Strategic Area as are various creeks and unnamed tributaries.

- While many of the properties within the MileView Strategic Area have not contained buildings (i.e. the habitat appears to be virgin ground), large areas have been used for dumping (including construction debris, hazardous materials, and radioactive materials) and some areas are still being used to store construction debris. Some of these areas have been remediated, others are in the process of being remediated, and others are still untested.

- Little wildlife habitat exists within the Niagara River World site which was once a completely built-out industrial facility. Most historic industrial buildings have been removed from the site and the site has undergone remediation.

- Similarly, the INS Scrap Yard contains little wildlife habitat. The County is in the process of remediating the property.

- Small expanses of wooded and wetland lands surround three sides of the Cherry Farm landfill. The remainder of the Cherry Farm landfill contains meadow habitat.
• The Huntley fly ash landfill (across the street from Cherry Farm) arguably contains meadow habitat although the site is still active and fenced.

• The Niagara River is adjacent to both Strategic Areas. The only project which may have a direct impact on the River would be upgrades to the River Dock.

Given the presence of multiple remediation sites and landfills and the extent of development and disturbance, wildlife habitat is fragmented and is not a strong component of the overall environment. The project may improve the integrity of wildlife habitat by providing wildlife corridors along trails and by the clean-up of contaminated areas which will be remediated. Given the plans for redevelopment and the human activity that would result, wildlife habitat is not expected to become a strong component of the environment.

With that said however, projects within the MileView Strategic Area, and particularly within the Riverview Solar Technology Park will be constructed with the intent of preserving the natural setting to the greatest extent possible. Formal landscaping will be added to projects in the Niagara River World/INS/Cherry Farm Strategic Area.

Potential adverse impacts to wildlife habitat as a result of the proposed development include impacts to sensitive habitats and species and the potential to spread invasive species during construction. The following mitigation measures should be adhered to in order to minimize adverse impacts.

Table 21: Wildlife Habitats - Construction/Post-Construction Related Impacts and Mitigation

<table>
<thead>
<tr>
<th>Potential Adverse Impact</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential to adversely impact State listed species</td>
<td>As individual projects are developed, the NYSDEC Region 9 Permit Office should be re-located to assess potential adverse impacts to State listed species. If required, project modification should be considered to avoid or minimize impact. In addition, a permit may be required if the department determines the action may be harmful to the species or its habitat.</td>
</tr>
<tr>
<td>Potential to disturb/remove the Northern Long-eared Bat and migratory bird habitats</td>
<td>If Natural Heritage Program’s information regarding the potential presence of the Northern Long-eared bat in Tonawanda should change, contact should be made with USFWS and NYSDEC to determine if measures are needed to protect this species.</td>
</tr>
<tr>
<td>Potential to spread invasive species during construction</td>
<td>Use of proper erosion and sediment control measures, washing construction equipment prior to leaving areas of disturbance, and other appropriate invasive species control measures should be considered on a project by project basis.</td>
</tr>
</tbody>
</table>
HISTORIC RESOURCES

A complete analysis of existing historic resources can be found in Section 3 of this Plan. Key findings as they relate to the preferred Master Plan include:

- There are no buildings within the Study Area listed on the National Register of Historic Places.

- The existing Niagara River World warehouse (also referred to as the Wickwire-Spencer Steel Company Plant) is potentially eligible for listing in the National Register of Historic Places and requires additional information in order to make a determination.

- Within the Niagara River World/INS/Cherry Farm Strategic Area, the existing Riverwalk multi-use trail is essentially built over the old bed of the Erie Canal.

- The entire MileView Strategic Area and the majority of the Niagara River World/INS/Cherry Farm Strategic Area are located within archeologically sensitive areas according to the New York State Historic Preservation Office.

The preferred Master Plan, project descriptions, and basic information about all existing buildings which may be impacted (rehabbed or demolished) by the proposed projects were sent to the State Historic Preservation Office (SHPO). Based on correspondence with SHPO dated March 16, 2018, they have the following concerns regarding archeological sites:

- “The Tonawanda Opportunity Area is entirely within an established archeologically sensitive area for Precontact Sites, as several archaeological sites have been previously identified within and adjacent to the proposed Master Plan Area. Additionally, the proposed Master Plan Area includes environmentally sensitive landscapes that may contain unidentified archaeological cultural resources. Additional sites may be identified during the Section 14.09 State review process. The [Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP)] has concerns for ground disturbing impacts related to the currently proposed construction projects, or any such projects that may be proposed for this area in the future. While four previously conducted surveys have occurred within the proposed Tonawanda Opportunity Area, these were comparatively limited in scope, and specific to the proposed projects for which they were completed. Thus, the OPRHP recommends that as the
individual projects come to realization, they be submitted to our office for regularity review.”

In addition, SHPO’s letter dated March 16, 2018 discussed the following concerns regarding built resources:

- “The plan area includes unevaluated industrial resources, such as the Wickwire-Spencer Steel Company Plant [aka Niagara River World warehouse]. Once formal projects are submitted additional information will be required to assess these undetermined resources. Additional built resources may also be identified during the Section 14.09 State review process. Thus, the OPRHP recommends that as the individual projects come to realization, they be submitted to our office for review.”

The following buildings were determined to currently not be eligible for listing on the National Register of Historic Places:

- LaFarge Concrete Suppliers
- INS Scrap
- CoStele
- R L Carriers
- XPO Logistics
- K-S Auto Stores
- Firemen’s Park
- Single Family Home located at 536 Two Mile Creek Road
- Al’s Tree Service

Given the wide extent of the archeologically sensitive areas and the generalized concerns regarding built resources, all of the proposed projects may impact cultural and/or historic resources.

The various projects involving existing built resources and the various projects located within archeologically sensitive areas have the potential to adversely impact cultural and historic resources. However, if these projects involve any State/Federal funding or State/Federal permits (which they likely will), then they would have to coordinate with the New York State Historic Preservation Office which would determine whether or not archeological surveys or other mitigation measures would need to be conducted. Furthermore, as projects come to realization, they would be required to comply with Section 14.09 of the NYS Historic Preservation Act and Section 106 of the National Historic Preservation Act, as applicable. As such, adverse
impacts to historic resources are not anticipated as a result of the implementation of the preferred Master Plan.

### Table 22: Historic Resources - Construction/Post-Construction Related Impacts and Mitigation

<table>
<thead>
<tr>
<th>Potential Adverse Impact</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To potentially historic and/or archeological resources.</td>
<td>As projects come to realization, they would be required to comply with Section 14.09 of the NYS Historic Preservation Act and Section 106 of the National Historic Preservation Act, as applicable.</td>
</tr>
<tr>
<td><strong>Town:</strong> Furthermore, all of the proposed projects located within the Town would require Site Plan review by the Town’s Planning Board and Development Services Staff. This review considers historic or archaeological resources on or adjacent to the site.</td>
<td></td>
</tr>
<tr>
<td><strong>City:</strong> No additional mitigation unless site specific review is needed under City land use or historic preservation-related regulations.</td>
<td></td>
</tr>
</tbody>
</table>
OTHER IMPACTS

CUMULATIVE IMPACTS

The analysis in previous sections considered the cumulative impacts associated with the full build out of the preferred Master Plan. Potential cumulative impacts created by additional development beyond what was envisioned in the preferred Master Plan have not been identified. The primary impacts of the proposed development projects are beneficial in that they would revitalize and repurpose underutilized industrial areas into vibrant commercial, residential, and mixed use areas while enhancing the waterfront experience.

ADVERSE IMPACTS THAT CANNOT BE AVOIDED

The preferred Master Plan was developed as a means to guide redevelopment of Strategic Areas in such a way that limits the potential negative impacts resulting from land use and development activities. The majority of the adverse impacts foreseen through the implementation of the recommended redevelopment projects would be minimal and mitigated where possible. Therefore, it is not expected that the preferred Master Plan would result in cumulative significant and unavoidable adverse impacts.

Development that takes place after the adoption of this Step 2 Nomination Plan and GEIS would still be subject to the SEQRA process on a site-specific basis. Environmental review of future actions may be necessary. This Step 2 Nomination Plan and GEIS is intended to be a resource to facilitate the review under SEQRA of future development actions.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Implementation of the preferred Master Plan would result in the irreversible and irretrievable commitment of resources including material resources, financial resources, and human resources. Building materials, such as wood, steel, concrete, gravel, etc. would be used to construct the proposed buildings, roadways, and trails. Financial resources (i.e. money) would need to be invested into the soft costs (design, acquisition, permits, etc.) and hard costs (materials, labor, etc.) associated with the construction of the proposed projects. Lastly, human labor would be a major component of the design and construction of the proposed projects. While these
resources would be irreversibly and irrefutably committed, the benefits of the proposed projects would far outweigh the costs.

GROWTH INDUCED IMPACTS TO INFRASTRUCTURE

The existing Town of Tonawanda Water Treatment Plant (supplies the Town) and Erie County Water Authority’s Jerome D. Van de Water Water Treatment Plant (supplies the City) have excess capacity to meet the needs of all but the most water intensive commercial and industrial businesses without the need for system upgrades. However, any future development within the interiors of the two Strategic Areas would likely require the extension of the public water distribution system. The proposed new Boulevard (Project #15) and new entrance to Niagara River World (Project #16) include the installation of public water lines. The future developers would likely be responsible for extending those lines further to the proposed buildings.

The existing Town of Tonawanda Wastewater Treatment Plant (services the Town and City) has existing capacity for future development during normal dry-weather conditions. However, the Wastewater Treatment Plant cannot keep up with current needs during wet weather events. Additional development would only exacerbate the problem. The Town is undertaking efforts to address the problem. In fact, the Town is under a NYSDEC consent order to reduce Sanitary Sewer Overflows and Inflow and Infiltration (I&I). Hence the DEC is requiring the I&I credits or reduction efforts be made on any new development with residential sewage rates of 2,500 gallons per day. Please note that proposed projects that require a sanitary sewer connection that is designed to convey 2,500 gallons per day or more of municipal sewage will be considered a sanitary sewer extension. The NYSDEC will require a detailed Downstream Sewer Capacity Analysis as detailed in their correspondence dated June 11, 2018. Much like the water system, any future development within the interiors of the two Strategic Areas would likely require the extension of the sanitary sewer collection system. The proposed new Boulevard (Project #15) and new entrance to Niagara River World (Project #16) include the installation of public sanitary sewer lines. The future developers would likely be responsible for extending those lines further to the proposed buildings.

The existing storm water system is adequate except along some areas of River Road (those portions are owned, operated, and maintained by the State’s Highway Department). The proposed improvements to River Road (Project #14) aim to address the existing stormwater concerns. Any future development within the
interiors of the two Strategic Areas would likely require the extension of the storm water collection system and/or other means of storm water retention. The proposed new Boulevard (Project #15) and new entrance to Niagara River World (Project #16) include the installation of storm water lines. The future developers would be responsible for either extending those lines further to the proposed building sites or providing some other means to address storm water issues (as required by the SPDES General Permit for Stormwater Discharges from Construction Activity, SWPPP, and site plan review). The addition of various storm water facilities may also help address the wet weather sanitary sewer overflows which were discussed previously.

Potential growth induced impacts created by additional development beyond what was envisioned in the preferred Master Plan have not been identified.

**SOCIO-ECONOMIC BENEFITS OF IMPLEMENTATION**

According to the Environmental Protection Agency’s (EPA) Environmental Justice Screening and Mapping Tool, many of the residential neighborhoods within and adjacent to the TOA Study Area have low incomes. Several of these neighborhoods also have a high percentage of minority populations. All of the proposed projects would improve existing conditions and have positive impacts on these sensitive communities. Positive impacts include new employment and housing opportunities, improved aesthetics and use of underutilized land, increased connections to the waterfront, and an improved multi-modal transportation system to name a few.
One of the main objectives of the Town of Tonawanda and the New York State Department of State was to have actionable items that could be implemented in the Tonawanda Opportunity Area. Consequently, “Project Profiles” have been developed to provide the Town, potential developers and funding agencies with a one page summary of potential projects that will include:

- Project Title
- Project Description
- Estimated Cost
- Potential Funding
- Estimated Tax Revenue
- Maps
- Plans and Renderings if Available

The concept of the Project Profiles is that the Town could print out the one page and utilize it for meetings with developers, Town boards, local organizations or funding agencies rather than searching through the entire document for the information. Please note that there are additional due diligence steps such as environmental tests and appraisals that would need to be completed prior to implementing any project. Similarly, the costs are “order of magnitude costs” and not intended to be final project costs. While funding is noted, the majority of the costs will likely be borne by developers, not the Town. Finally, it should be noted that all of the projects may need to be done in phases based on developer interest and/or funding availability.

An Implementation Actions Matrix (Table 23) follows the Project Profiles and summarizes the information in an even more compact method.
**PROJECT TITLE:** Mixed Use Town Center (#1)

**STRATEGIC AREA:** MileView

**ADDRESS:** 5601 and 5603 River Road (Town) and 811 and 877 Niagara Street (City)

**DESCRIPTION:** The TOA Master Plan recommends relocating the existing businesses, demolishing the existing buildings, and using the space to construct a new mixed use Town Center. Up to 12 mixed use, multi-story buildings totaling approximately 1 million sq. ft. would be built housing 170,000 sq. ft. of retail/restaurant spaces on the first floors and 830,000 sq. ft. of market rate residential apartments (553 units) on the upper floors. Realistically this would be done in phases over time.

**ESTIMATED COST:** $200 Million in private investment including design, construction, acquisition, and infrastructure improvements.

**POTENTIAL FUNDING:**

- Empire State Development Corporation (ESDC) Capital Grant: Funds up to 20% of project costs.
- Restore NY: Periodic funding of 90% of project costs.
- National Grid Brownfield Funding: Funds up to 25% of project costs up to $300,000.
- Brownfield Cleanup Tax Credits of up to 50 percent for construction and cleanup.

**ESTIMATED TAX REVENUE:** $14.5 Million in City, Town, County, School and sales taxes.
PROJECT TITLE: Riverside Mixed Use and Stand-Alone Retail/Restaurants (#2)

STRATEGIC AREA: MileView

ADDRESS: 5335, 5445, 5555, and 5565 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends relocating the existing business, demolishing the existing buildings, and using the space to construct up to 5 mixed use, multi-story buildings totaling up to 206,000 sq. ft. (56,000 sq. ft. of retail/restaurant spaces on the first floors and 150,000 sq. ft. of market rate residential apartments (100 units) on the upper floors). In addition up to 3 stand-alone retail/restaurant buildings totaling 126,000 sq. ft. would be built.

ESTIMATED COST: $70 Million in private investment including design, construction, acquisition, and infrastructure improvements.

POTENTIAL FUNDING:

- Empire State Development Corporation (ESDC) Capital Grant: Funds up to 20% of project costs.
- Restore NY: Periodic funding of 90% of project costs.
- National Grid Brownfield Funding: Funds up to 25% of project costs up to $300,000.
- Brownfield Cleanup Tax Credits of up to 50 percent for construction and cleanup.

ESTIMATED TAX REVENUE: $3 Million in Town, County, School and sales taxes.
PROJECT TITLE: Class A Offices with River Views (#3)

STRATEGIC AREA: MileView

ADDRESS: 5101, 5201, and 0 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends constructing up to two medium sized Class A office buildings totaling 205,000 sq. ft.

ESTIMATED COST: $35 Million in private investment including design, construction, acquisition, and infrastructure improvements.

POTENTIAL FUNDING:

- Empire State Development Corporation (ESDC) Capital Grant: Funds up to 20% of project costs.
- National Grid Brownfield Funding: Funds up to 25% of project costs up to $300,000.
- Brownfield Cleanup Tax Credits of up to 50 percent for construction and cleanup.

ESTIMATED TAX REVENUE: $2.8 Million in Town, County, and School taxes.
PROJECT TITLE: Office, Light Industrial, and Warehouse (#4)

STRATEGIC AREA: MileView

ADDRESS: 5221, 5335, 5445, 5603, and 0 River Road (Town) and 318, 404, and 536 Two Mile Creek Road (City)

DESCRIPTION: The TOA Master Plan recommends infill office, light industrial, and warehouse development within the Riverview Solar Technology Park and adjacent areas. The plan suggests the construction of up to 12 large scale buildings totaling 490,000 sq. ft. of office space and 460,000 sq. ft. of light industrial/warehouse space similar to those already found within the Technology Park.

ESTIMATED COST: $135 Million in private investment including design, construction, acquisition, and infrastructure improvements. Cost may be lower if TM Montante develops what they own which reduces acquisition costs.

POTENTIAL FUNDING:
- Empire State Development Corporation (ESDC) Capital Grant: Funds up to 20% of project costs.
- IDA Financing.
- National Grid Brownfield Funding: Funds up to 25% of project costs up to $300,000.
- Brownfield Cleanup Tax Credits of up to 50 percent for construction and cleanup.

ESTIMATED TAX REVENUE: $12.8 Million in City, Town, County and School taxes.
PROJECT TITLE: Creekside Townhomes (#5)

STRATEGIC AREA: MileView

ADDRESS: 877 Niagara Street and 318, 620, 640, and 650 Two Mile Creek Road (City)

DESCRIPTION: The TOA Master Plan recommends relocating the existing uses, demolishing the existing buildings, and using the space to construct a series of Townhomes. The multiple Townhome buildings would total 225,000 sq. ft. and contain approximately 150 units for rent or for sale.

ESTIMATED COST: $45 Million in private investment including design, construction, acquisition, and infrastructure improvements.

POTENTIAL FUNDING:

• Empire State Development Corporation (ESDC) Capital Grant: Funds up to 20% of project costs.
• Community Development Block Grant Funds – Town of Tonawanda.
• Multiple NYS Housing Trust Fund grant and financing programs for new construction.

ESTIMATED TAX REVENUE: $3 Million in City, County and School taxes.
PROJECT TITLE: Solar Panel Array (#6)

STRATEGIC AREA: MileView

ADDRESS: 5565 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends installing solar panels on ballasts at “difficult sites” as an interim or long term use for the property.

ESTIMATED COST: $10 Million including design, construction, acquisition, and infrastructure improvements.

POTENTIAL FUNDING:

• NYSERDA and NYPA have multiple funding sources to incentivize solar companies to build community solar installations.

ESTIMATED TAX REVENUE: $720,000 in Town, County and School taxes.
PROJECT TITLE: MileView Trail Network (#7)

STRATEGIC AREA: MileView

ADDRESS: Throughout the MileView Strategic Area (Town and City)

DESCRIPTION: The TOA Master Plan recommends installing a network of trails throughout the MileView Strategic Area that weave the development areas to each other, the Niagara River, and the regional trail network. The trail network would include a switchback path leading to Isle View Park and the existing waterfront multi-use trail in the vicinity of Riverwalk Parkway.

ESTIMATED COST: The trail network would need to be constructed in phases and a rough cost estimate is $750,000-$1 million per mile.

POTENTIAL FUNDING:

- NYPA Greenway Funding: No funding limits or % share stated.
- EPF Park Funding: 50-75% funding up to $500,000.
- NYSDOT Transportation Alternatives Program (TAP): Funding up to 80% for trail projects, funding limits vary but have been as high as $5 million.

ESTIMATED TAX REVENUE: This is a public project and would not generate taxes.
PROJECT TITLE: Redevelop Existing Niagara River World Warehouse (#8)

STRATEGIC AREA: Niagara River World/INS/Cherry Farm

ADDRESS: 4000 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends improving the existing 230,000 sq. ft. unheated warehouse by heating it and creating limited amounts of office space within it for use by the tenants.

ESTIMATED COST: $10 Million in private investment including design and construction.

POTENTIAL FUNDING:
- Empire State Development Corporation (ESDC) Capital Grant: Funds up to 20% of project costs.
- Restore NY: Periodic funding of 90% of project costs.
- National Grid Brownfield Funding: Funds up to 25% of project costs up to $300,000.
- Brownfield Cleanup Tax Credits of up to 50 percent for construction and cleanup.

ESTIMATED TAX REVENUE: While the property’s value would increase there is no guarantee that it would result in an increase in assessed value and associated tax revenue.
PROJECT TITLE: Build New Warehouse and Light Industrial Space (#9)

STRATEGIC AREA: Niagara River World/INS/Cherry Farm

ADDRESS: 4002, 4010, 4111 and 0 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends relocating the existing business, demolishing the existing buildings, and using the space to construct up to 6 large light industrial/warehouse buildings totaling nearly 650,000 sq. ft.

ESTIMATED COST: $85 Million in private investment including design, construction, acquisition, and infrastructure improvements. Project costs could be reduced if the current owners developed the River World site as acquisition costs would drop.

POTENTIAL FUNDING:

- Empire State Development Corporation (ESDC) Capital Grant: Funds up to 20% of project costs.
- National Grid Brownfield Funding: Funds up to 25% of project costs up to $300,000.
- Brownfield Cleanup Tax Credits of up to 50 percent for construction and cleanup.

ESTIMATED TAX REVENUE: $8 Million in Town, County and School taxes.
PROJECT TITLE: River Dock (#10)

STRATEGIC AREA: Niagara River World/INS/Cherry Farm

ADDRESS: 4002 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends maintaining and upgrading the existing commercial-grade River dock at Niagara River World. This may include addressing deferred maintenance at the dock or paving the roadway adjacent to the dock.

ESTIMATED COST: $2 Million in private investment including design and construction.

POTENTIAL FUNDING:
- Empire State Development Corporation (ESDC) Capital Grant: Funds up to 20% of project costs.

ESTIMATED TAX REVENUE: This is part of the Niagara River World property and improvements to an existing dock would likely not increase assessment levels and associated property tax revenue.
PROJECT TITLE: Open Space Trail Network and Optional Connector Park (#11)

STRATEGIC AREA: Niagara River World/INS/Cherry Farm

ADDRESS: 4002, 4100, and 0 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends installing a network of trails throughout the Strategic Area that connect the development areas to each other, the Niagara River waterfront, and the existing regional trail network. An optional connector park could be placed between the proposed new warehouse and light industrial space and the proposed Cherry Farm Park.

ESTIMATED COST: The trail network would need to be constructed in phases and a rough cost estimate is $750,000-$1 million per mile.

POTENTIAL FUNDING:
- NYPA Greenway Funding: No funding limits or % share stated.
- EPF Park Funding: 75% funding up to $500,000.
- NYSDOT Transportation Alternatives Program (TAP): Funding up to 80% for trail projects, funding limits vary but have been as high as $5 million.

ESTIMATED TAX REVENUE: This is a public project and would not generate taxes.
PROJECT TITLE: Cherry Farm Park (#12)

STRATEGIC AREA: Niagara River World/INS/Cherry Farm

ADDRESS: 4290 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends redeveloping the existing closed landfill into a Park including passive and active recreational areas as well as trails and open space.

ESTIMATED COST: According to the Waterfront Land Use Plan the project would cost $6.5 Million including design and construction

POTENTIAL FUNDING:

- NYPA Greenway Funding: No funding limits or % share stated.
- EPF Park Funding: 50-75% funding up to $500,000.
- NYSDOT Transportation Alternatives Program (TAP): Funding up to 80% for trail projects, funding limits vary but have been as high as $5 million.

ESTIMATED TAX REVENUE: This is a public project and would not generate taxes.
PROJECT TITLE: Regional Composting Facility (#13)

STRATEGIC AREA: Niagara River World/INS/Cherry Farm

ADDRESS: 4111 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends developing a regional composting facility in the rear portion of the property to be used to compost leaves and other yard waste for multiple Erie County municipalities.

ESTIMATED COST: $5 Million including design and construction of the building, site, and site grading.

POTENTIAL FUNDING:

- Local Government Efficiency Grants can provide up to $1 million in implementation grant funding if there is a reduction in costs and staffing for the participating communities.

ESTIMATED TAX REVENUE: This is a public project and no tax revenues are anticipated. However, the facility may provide general fund revenues to the Town of Tonawanda.
PROJECT TITLE: River Road Highway-Diet, Multi-Modal, and Roundabouts (#14)

ADDRESS: River Road between the Grand Island bridges and the City of Tonawanda (Town)

DESCRIPTION: The TOA Master Plan recommends implementing a highway-diet along River Road. The new roadway design would include two driving lanes, a turning lane, two bicycle lanes, and a center median. Traffic roundabouts would be places at the intersection of River Road with Riverview Parkway and with the proposed New Boulevard. Parking lanes would be installed near the proposed new Town Center.

ESTIMATED COST: $5-$10 Million including road diet, median, striping and roundabout.

POTENTIAL FUNDING:

- USDOT TIGER Grants: 80% funding up to $25 Million.
- NYS DOT TAP Funding: 80% funding up to $5 Million (varies).
- NYPA Greenway Funding: No funding limits or % share stated.
- NYS DOT TIP Funding.
PROJECT TITLE: New Boulevard (#15)

STRATEGIC AREA: MileView

ADDRESS: 5599 River Road (Town)

DESCRIPTION: The TOA Master Plan recommends constructing a New Boulevard connecting Two Mile Creek Road to River Road to access interior portions of the MileView Strategic Area. The New Boulevard would include a landscaped, raised center median, two travel lanes, and adjacent multi-modal paths or sidewalks. Installation of utilities and green infrastructure would also occur.

ESTIMATED COST: $6 Million

POTENTIAL FUNDING:

- USDOT TIGER Grants: 80% funding up to $25 Million.
- NYSDOT TAP Funding: 80% funding up to $5 Million (varies).
- NYPA Greenway Funding: No funding limits or % share stated.
- NYSDOT TIP Funding.
**PROJECT TITLE:** New Entrance to Niagara River World (#16)

**STRATEGIC AREA:** Niagara River World/INS/Cherry Farm

**ADDRESS:** 4002 River Road (Town)

**DESCRIPTION:** The TOA Master Plan recommends constructing a new 750 linear foot roadway in order to access the interior portions of the Niagara River World site. Installation of utilities would also occur.

**ESTIMATED COST:** $1.5 Million including design and construction.

**POTENTIAL FUNDING:**
- ESDC Capital Grant – provides up to 20% of project costs; no limit on funding.
- NYSDOT Industrial Access Program – 60% grant, 40% loan to complement economic development projects with jobs. Up to $1 million.

**ESTIMATED TAX REVENUE:** This project would not generate tax revenue.
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## Table 23: Implementation Actions Matrix

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Name</th>
<th>Strategic Area</th>
<th>Location</th>
<th>Estimated Cost</th>
<th>Potential Funding (see following table about funding options)</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mixed Use Town Center</td>
<td>MileView</td>
<td>5601 &amp; 5603 River Road (Town) and 811 &amp; 877 Niagara Street (City)</td>
<td>$200 Million</td>
<td>ESDC Capital Grant; Restore NY; National Grid Brownfield Funding; Brownfield Cleanup Tax Credits</td>
<td>5-15 years</td>
</tr>
<tr>
<td>2</td>
<td>Riverside Mixed Use and Stand-Alone Retail/Restaurants</td>
<td>MileView</td>
<td>5335, 5445, 5555, &amp; 5565 River Road (Town)</td>
<td>$70 Million</td>
<td>ESDC Capital Grant; Restore NY; National Grid Brownfield Funding; Brownfield Cleanup Tax Credits</td>
<td>5-15 years</td>
</tr>
<tr>
<td>3</td>
<td>Class A Offices with River Views</td>
<td>MileView</td>
<td>5101, 5201, &amp; 0 River Road (Town)</td>
<td>$35 Million</td>
<td>ESDC Capital Grant; National Grid Brownfield Funding; Brownfield Cleanup Tax Credits</td>
<td>5-15 years</td>
</tr>
<tr>
<td>4</td>
<td>Office, Light Industrial, and Warehouse</td>
<td>MileView</td>
<td>5221, 5335, 5445, 5603, &amp; 0 River Road (Town) and 318, 404, &amp; 536 Two Mile Creek Road (City)</td>
<td>$135 Million</td>
<td>ESDC Capital Grant; IDA Financing; National Grid Brownfield Funding; Brownfield Cleanup Tax Credits</td>
<td>5-15 years</td>
</tr>
<tr>
<td>5</td>
<td>Creekside Townhomes</td>
<td>MileView</td>
<td>877 Niagara Street and 318, 620, 640, &amp; 650 Two Mile Creek Road (City)</td>
<td>$45 Million</td>
<td>ESDC Capital Grant; Community Development Block Grant Funds; Multiple NYS Housing Trust Fund grant and financing programs</td>
<td>3-10 years</td>
</tr>
<tr>
<td>6</td>
<td>Solar Panel Array</td>
<td>MileView</td>
<td>5565 River Road (Town)</td>
<td>$10 Million</td>
<td>NYSERDA and NYPA</td>
<td>2-5 years</td>
</tr>
<tr>
<td>7</td>
<td>MileView Trail Network</td>
<td>MileView</td>
<td>Throughout MileView Strategic Area (Town and City)</td>
<td>$750,000 - $1 Million per mile</td>
<td>NYP Greenway Funding; EPF Parks Funding; NYSDOT TAP Funding</td>
<td>2-10 years</td>
</tr>
<tr>
<td>8</td>
<td>Redevelop Existing Niagara River World/INS/Cherry Farm</td>
<td>Niagara River World/INS/Cherry Farm</td>
<td>4000 River Road (Town)</td>
<td>$10 Million</td>
<td>ESDC Capital Grant; Restore NY; National Grid Brownfield Funding; Brownfield Cleanup Tax Credits</td>
<td>3-10 years</td>
</tr>
<tr>
<td>Project No.</td>
<td>Name</td>
<td>Strategic Area</td>
<td>Location</td>
<td>Estimated Cost</td>
<td>Potential Funding (see following table about funding options)</td>
<td>Time Frame</td>
</tr>
<tr>
<td>------------</td>
<td>-------------------------------------------</td>
<td>-----------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>----------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>9</td>
<td>New Warehouse and Light Industrial Space</td>
<td>Niagara River World/INS/Cherry Farm</td>
<td>4002, 4010, 4111, &amp; 0 River Road (Town)</td>
<td>$85 Million</td>
<td>ESDC Capital Grant; National Grid Brownfield Funding; Brownfield Cleanup Tax Credits</td>
<td>3-15 years</td>
</tr>
<tr>
<td>10</td>
<td>River Dock</td>
<td>Niagara River World/INS/Cherry Farm</td>
<td>4002 River Road (Town)</td>
<td>$2 Million</td>
<td>ESDC Capital Grant</td>
<td>3-5 years</td>
</tr>
<tr>
<td>11</td>
<td>Open Space Trail Network and Optional Connector Park</td>
<td>Niagara River World/INS/Cherry Farm</td>
<td>4002, 4100, &amp; 0 River Road (Town)</td>
<td>$750,000 - $1 Million per mile</td>
<td>NYP Greenway Funding; EPF Parks Funding; NYS DOT TAP Funding</td>
<td>2-10 years</td>
</tr>
<tr>
<td>12</td>
<td>Cherry Farm Park</td>
<td>Niagara River World/INS/Cherry Farm</td>
<td>4290 River Road (Town)</td>
<td>$6.5 Million</td>
<td>NYP Greenway Funding; EPF Parks Funding; NYS DOT TAP Funding</td>
<td>3-5 years</td>
</tr>
<tr>
<td>13</td>
<td>Regional Composting Facility</td>
<td>Niagara River World/INS/Cherry Farm</td>
<td>4111 River Road (Town)</td>
<td>$5 Million</td>
<td>Local Government Efficiency Grants</td>
<td>1-5 years</td>
</tr>
<tr>
<td>14</td>
<td>River Road Highway-Diet, Multi-Modal, and Roundabouts</td>
<td>United and MileView</td>
<td>River Road between the Grand Island bridges and the City of Tonawanda (Town)</td>
<td>$5-10 Million</td>
<td>USDOT TIGER Grant; NYS DOT TAP Funding; NYP Greenway Funding; NYS DOT TIP Funding</td>
<td>2-5 years</td>
</tr>
<tr>
<td>15</td>
<td>New Boulevard and Roundabouts</td>
<td>MileView</td>
<td>5599 River Road (Town)</td>
<td>$6 Million</td>
<td>USDOT TIGER Grant; NYS DOT TAP Funding; NYP Greenway Funding; NYS DOT TIP Funding</td>
<td>2-5 years</td>
</tr>
<tr>
<td>16</td>
<td>New Entrance to Niagara River World</td>
<td>Niagara River World/INS/Cherry Farm</td>
<td>4002 River Road (Town)</td>
<td>$1.5 Million</td>
<td>ESDC Capital Grant; NYS DOT Industrial Access Program</td>
<td>2-5 years</td>
</tr>
</tbody>
</table>
Below is information about potential funding sources and programs to aid in implementation of the Master Plan concepts.

Table 24: Funding Sources and Programs for Implementation

<table>
<thead>
<tr>
<th>Agency</th>
<th>Grant/Credit/Loan</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Empire State Development</td>
<td>Capital Fund Program</td>
<td>Capital grant funding is available for capital-based economic development projects intended to create or retain jobs; prevent, reduce or eliminate unemployment and underemployment; and/or increase business or economic activity in a community or Region. Yearly funding of up to 20% of project costs up to $2 million.</td>
</tr>
<tr>
<td>Empire State Development</td>
<td>Restore New York Communities Initiative</td>
<td>Provides municipalities with financial assistance for revitalization of commercial and residential properties. The program encourages community development and neighborhood growth through the elimination and redevelopment of blighted structures. Periodic funding of up to 90% of project costs up to $2 million (current limit).</td>
</tr>
<tr>
<td>NYS Office of Parks, Recreation &amp; Historic Preservation</td>
<td>Environmental Protection Fund</td>
<td>Yearly grant funding is available for the acquisition, planning, development, and improvement of parks, historic properties, and heritage areas. Grants can fund up to 50% of total project cost, up to 75% if the project is located in a high-poverty district. Grant awards are capped at $500,000.</td>
</tr>
<tr>
<td>NYS Department of Environmental Conservation</td>
<td>Brownfield Cleanup Program</td>
<td>Brownfield redevelopment tax credits are available for properties which complete cleanup programs under the Brownfield Cleanup Program. The amount of the credit is equal to a percentage of certain eligible costs incurred. Sites are eligible for 22% to 50% of the cost of remediation. Tangible property credits range from 10% to 24% of eligible costs subject to conditions and maximums for construction components.</td>
</tr>
<tr>
<td>NYS Housing Trust Fund Corporation</td>
<td>Various programs</td>
<td>The mission of the Corporation was to create decent affordable housing for persons of low-income by providing loans and grants for the rehabilitation of existing housing or the construction of new housing. That mission has been expanded and now the HTFC administers the following funding programs: Low-Income Housing Trust Fund Program, Homes for Working Families Program, HOPE/RESTORE Program, Public Housing Modernization Program, Public Housing Drug Elimination Program, New York Main Street Program, Access to Home Program, Urban Initiatives Program, and Rural Area Revitalization Program.</td>
</tr>
<tr>
<td>NYSERDA &amp; NYPA</td>
<td>Various programs</td>
<td>Multiple funding sources to incentivize solar companies to build community solar installations.</td>
</tr>
<tr>
<td>Agency</td>
<td>Grant/Credit/Loan</td>
<td>Description</td>
</tr>
<tr>
<td>------------------------------</td>
<td>-------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>NYS Department of State</td>
<td>Local Government Efficiency Program</td>
<td>The Local Government Efficiency Grant (LGEG) Program provides funding to local governments for planning and implementation projects that will provide cost savings through consolidation of services. In 2017, planning projects could be funded up to $12,500/municipality not to exceed $100,000 with a 50% match. Implementation projects could be funded up to $200,000/municipality not to exceed $1,000,000 with a 10% match.</td>
</tr>
<tr>
<td>NYS Department of Transportation</td>
<td>Transportation Alternatives Program</td>
<td>TAP funding is available to support bicycle, pedestrian, multi-use path and transportation-related projects and programs. Projects must be related to the surface transportation system and provide full access to the public. Funding up to 80% of project costs. Funding limits vary but have been as high as $5 million.</td>
</tr>
<tr>
<td>NYS Department of Transportation</td>
<td>Statewide Transportation Improvement Program</td>
<td>The Statewide Transportation Improvement Program (STIP) is a comprehensive list of all projects, or project phases, in New York State proposed to receive Federal funding. The STIP was developed by the NYSDOT in consultation with local officials in non-metropolitan areas and in cooperation with Metropolitan Planning Organizations (MPOs) in urbanized areas. The STIP includes highway, transit and non-motorized projects as well as urban and rural projects. The STIP must be updated at least every four years and include a minimum four-year listing of Federal-aid projects.</td>
</tr>
<tr>
<td>NYS Department of Transportation</td>
<td>Industrial Access Program</td>
<td>The New York State Industrial Access Program has been designed to complement economic development projects throughout the State where transportation access poses a problem or may offer a unique opportunity to the viability of a project. Eligible projects must be an 'integral part of an economic development effort which seeks to retain, attract, expand or revitalize an industrial facility.' Awards are made on a 60% grant, 40% interest free loan basis, up to a maximum of $1 million.</td>
</tr>
<tr>
<td>US Department of Transportation</td>
<td>TIGER Grant</td>
<td>The TIGER program provides Federal financial assistance to road, rail, transit, and port projects that will have a significant impact on the Nation, a metropolitan area, or a region. The TIGER program funds up to 80% of project costs up to $25 million.</td>
</tr>
<tr>
<td>Erie County Industrial Development Agency</td>
<td>Erie County Industrial Development Agency</td>
<td>Provide a variety of financing and tax incentive programs to attract and grow businesses. These mechanisms include Loan Programs (Micro Loans, Small Business Loans, Large Business Loans, Innovation Loans), Tax Incentives/Exemptions/Reductions (PILOT), Foreign Trade Zones, Development Services, Bond Financing, Venture Capital Funding, and Transportation Infrastructure Funding, Adaptive Reuse Incentives.</td>
</tr>
<tr>
<td>Agency</td>
<td>Grant/Credit/Loan</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------</td>
<td>------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Town of Tonawanda</td>
<td>Community Development Block Grant Funds</td>
<td>The Town of Tonawanda manages grant funding for Community Development Block Grant (CDBG) funds received by HUD. Funds are currently being used towards public infrastructure improvements, economic development, and affordable housing programs to name a few.</td>
</tr>
<tr>
<td>National Grid</td>
<td>Brownfield Redevelopment Program</td>
<td>The Brownfield Redevelopment program provides grants to fund utility related infrastructure improvements and other costs that are necessary to progress the redevelopment of a brownfield site or vacant building. Funds up to 25% of project costs up to $300,000.</td>
</tr>
<tr>
<td>NYPA</td>
<td>Greenway Funding</td>
<td>Greenway funding is available for beautification and improvement projects along the Niagara River Greenway.</td>
</tr>
</tbody>
</table>
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SECTION 5
SEQR COMPLIANCE
SECTION 5. SEQR COMPLIANCE

STEPS AND PROCEDURES UNDERTAKEN FOR SEQR COMPLIANCE

This Step 2 Nomination Plan was completed in accordance with SEQR policies and procedures. This Plan goes beyond a typical Step 2 Plan by incorporating many aspects of a Step 3 Implementation Plan, including the Draft Generic Environmental Impact Statement (GEIS). The GEIS considers the potential impacts of implementing the preferred Master Plan on various environmental categories. It also details mitigation measures which should be used to diminish impacts to the environment.

The components of the GEIS are blended into this Step 2 Nomination Plan as illustrated in Table 25 below:

<table>
<thead>
<tr>
<th>BOA Step 2 Nomination Plan</th>
<th>GEIS Content</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 1 – Project Description and Boundary</td>
<td>Description of Proposed Action</td>
</tr>
<tr>
<td>Section 2 – A Vision for the NWOA</td>
<td>Description of Public Engagement Component</td>
</tr>
<tr>
<td>Section 3 – Analysis of the NWOA</td>
<td>Description of Environmental Setting</td>
</tr>
<tr>
<td>Section 4 – Implementation Strategy</td>
<td>Potential Significant Adverse Impacts</td>
</tr>
<tr>
<td></td>
<td>Description of Mitigation Measures</td>
</tr>
<tr>
<td></td>
<td>Description of Alternatives to the Proposed Action</td>
</tr>
<tr>
<td>Section 5 – Compliance with SEQRA</td>
<td>Consistency with SEQR</td>
</tr>
<tr>
<td></td>
<td>Consistency with NYS CMP Coastal Policies</td>
</tr>
<tr>
<td></td>
<td>Conditions for Future Actions</td>
</tr>
</tbody>
</table>

CONSISTENCY WITH NYS COASTAL MANAGEMENT POLICIES

Both the Town of Tonawanda and City of Tonawanda have approved Local Waterfront Revitalization Plans (LWRP’s). LWRP’s are written to be consistent with the coastal policies of the New York State Coastal Management Program.

The Town of Tonawanda’s LWRP was originally approved in 1996 and subsequently amended in 2008 to adjust the boundary. The Town’s LWRP boundary extends from the Niagara River to 500 feet east of River Road as well as a small area between Two Mile Creek Road, Two Mile Creek, the City of Tonawanda boundary, and the I-290. Projects located within the Town’s LWRP boundary must undergo local consistency.
review to ensure that they are consistent with the policies, uses and projects described in the LWRP. The procedures for the Town’s local consistency review are included in Chapter 129 of the Town Code.

Similarly, the City of Tonawanda’s LWRP was approved in 1987 and subsequently amended in 1993 to better reflect local conditions and issues. While the LWRP boundary includes various areas throughout the City, the portions of the boundary that are also within the TOA Study Area include the waterfront between the Niagara River and Niagara Street (River Road) and along Two Mile Creek roughly to the eastern edge of Two Mile Creek Road. Projects located within the City’s LWRP boundary must undergo local consistency review to ensure that they are consistent with the policies, uses and projects described in the LWRP. The procedures for the City’s local consistency review are included in Chapter 26, Article 3, Section 26-69 of the City Code.

Furthermore, if a project is located within the Coastal Area Boundary and involves Federal permits or funding, then the project must be submitted to the NYS Department of State for Federal Coastal Consistency Review. Projects located within the Coastal Area Boundary that are considered Type 1 or Unlisted Actions under SEQRA and that involve State permits or funding undergo internal coastal consistency review by the involved state agency.

**CONDITIONS FOR FUTURE ACTION (THRESHOLDS FOR FUTURE REVIEW)**

This GEIS analyzed the overall environmental impacts associated with the implementation of the preferred Master Plan. In addition, three existing business parks in the TOA have already been through the SEQRA process. A Final Environmental Impact Statement (FEIS) and final findings statements have been accepted for the Riverview Solar Technology Park (2009), North Youngmann Commerce Center (2009), and the Spaulding Commerce Park (2012). All of the potential environmental impacts from these three business parks are now being considered along with the potential impacts of the remainder of the TOA in this GEIS. By taking this comprehensive approach, the Town is thereby creating a supplemental findings statement for each of those business parks.

In addition, there are three areas in the TOA that are expected to require further environmental review due to the historically heavy industrial. Specifically, the three areas are located at the former NRG-Huntley Power Plant, the existing Tonawanda Coke Corporation, and the existing United Refining property. These sites will likely
require extensive environmental analysis through more detailed Phase II Environmental Site Assessments and asbestos surveys of existing structures. Any proposal for future development at these three sites will require a separate SEQRA review at that time to assess the degree of redevelopment potential.

The Town notes that for other land area within the TOA, potential environmental impacts may be mitigated through the municipality’s site plan review process to make sure that each development is in compliance with the impact thresholds established in Table 26.

Given the mix of existing business parks and heavy industrial uses in the TOA, the conceptual nature of the uses contemplated in the preferred Master Plan, and the fact that new development and improvements would be implemented over a 20+ year timeframe, the Town anticipates that additional environmental review will be needed in certain circumstances. The specifics of the new projects proposed over time would likely evolve to meet the community’s progressing priorities and ever changing market realities. Therefore, thresholds and conditions for future review have been established to help determine when additional environmental review would be warranted. This may include supplemental EIS’s to reflect site-specific impacts that cannot adequately be addressed at this time.

**LAND USE**

The preferred Master Plan establishes land use patterns, recommended development projects and capital improvement projects, and proposed zoning revisions to facilitate redevelopment of the Study Area. The mitigation actions described in Section 4 are based on the intensity of development proposed by the preferred Master Plan, as well as existing Town and City plans and ordinances. Future development proposals received in relation to the preferred Master Plan or the three existing business parks (i.e. Riverview Solar Technology Park, North Youngmann Commerce Center, and Spaulding Commerce Park) should demonstrate consistency with these codes as well as with the scale/intensity thresholds established below in Table 26. Note that the thresholds in Table 26 are cumulative for the entire TOA boundary (with exception of potential development located at the former NRG-Huntley Power Plant, the existing Tonawanda Coke Corporation, and the existing United Refining property). For example, the “Office/Research/Flex” use category has a 695,000 square foot building area threshold. If four office buildings totaling 600,000 square feet have been built and then the Town gets a proposal for a fifth office building that will be an additional 125,000 square feet, that would tip the
cumulative total over the 695,000 square foot office threshold. Under such circumstances, the proposal for the fifth office building would require additional environmental review.

Table 26: Cumulative Impact Thresholds for Future Environmental Reviews

<table>
<thead>
<tr>
<th>Use</th>
<th>Building Area (SF)</th>
<th>Other Impervious Area (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Industrial/Warehouse</td>
<td>1,710,000</td>
<td>90</td>
</tr>
<tr>
<td>Office/Research/Flex</td>
<td>695,000</td>
<td>20</td>
</tr>
<tr>
<td>Retail/Restaurants</td>
<td>348,000</td>
<td>15</td>
</tr>
<tr>
<td>Residential</td>
<td>1,205,000</td>
<td>20</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,958,000</strong></td>
<td><strong>145</strong></td>
</tr>
</tbody>
</table>

Source: Town of Tonawanda; LaBella Associates, D.P.C.

Redevelopment proposals that exceed the cumulative scale/intensity thresholds listed above or are inconsistent with the Town/City of Tonawanda Comprehensive Plans and/or Town/City Local Waterfront Revitalization Plans have not been adequately studied in this report and may require more mitigation actions than those listed in Section 4 of this document. Inconsistent redevelopment proposals require additional project-specific SEQRA assessments and supplemental EIS’s in order to identify possible adverse impacts above and beyond those listed in this report and to determine additional, appropriate mitigation actions.

Projects requiring such review can be identified at the discretion of Town/City leadership and planning officials. Specific thresholds that can be considered, in addition to the guidance in the above paragraphs include:

- Future development proposals that are not consistent with the scale/intensity thresholds established in Table 26 of the GEIS, as well as with existing Town/City plans (including, but not limited to, the Comprehensive Plans and LWRPs).

- A use reallocation of more than 100,000 square feet of building area or a 50% or more change in development concept.

- Projects that require a change in zoning district on 50 acres or more beyond that which is already recommended within this Plan.

- Height of new buildings greater than 80 feet or new towers greater than 165 feet.
TRANSPORTATION

Enhancing existing and creating new transportation corridors and increasing travel mode choice opportunities through the Study Area are key elements of the Master Plan. Associated issues of future traffic levels and need for additional parking have not been studied in detail at this time, but are critical considerations as plans are implemented and developments put in place. Additional considerations could include traffic management measures, public transit, pedestrian and bike improvements, etc. The success of Town and City redevelopment efforts and the overall planning process would depend to a large degree on how these issues are addressed.

As project specific proposals are submitted for the redevelopment of Strategic Areas (including the proposed capital improvement projects, some of which are located outside of Strategic Areas), a more complete assessment of their potential impact to the transportation system would need to be completed, likely as part of the Site Plan Review. In some instances, comprehensive traffic studies should be required.

Projects requiring additional environmental or traffic-related review can be identified at the discretion of Town/City leadership and planning officials. Specific thresholds that may be considered, in addition to the guidance in the above paragraphs, include:

- Individual projects anticipated to generate more than 3,000 vehicular trips daily or individual projects anticipated to generate more than 200 truck trips daily.

PARKS, OPEN SPACE, AND RECREATION

An important focus of the Plan is taking full advantage of existing park, open space, and recreational resources within the planning area by creating trail networks which connect residential neighborhoods and employment centers to these existing resources. The Plan also envisions the re-use of a capped landfill as a new waterfront park. As such, there are few concerns with increasing parkland, open space and recreational resources that would lead to threshold establishment.

However, the protection of existing parkland is recognized as an important concern. In New York State, the Parkland Alienation Process has been established to require a high level of scrutiny when non-recreational uses are proposed in existing lands established or considered by a community as a park.
As a result, projects requiring additional environmental review can be identified at the discretion of Town/City leadership and planning officials and in consideration of the following specific threshold:

- Projects which result in parkland alienation.

**WATER BASED AND AESTHETIC RESOURCES**

The Niagara River is a key water resource in the Town/City and an important strategic resource in the planning area. Enhancing, preserving, and providing public access to waterfront areas and views were given great weight throughout the planning process. Projects proposed in the future affecting the Niagara River or its view shed should be considered for increased scrutiny and potential additional environmental review under SEQRA. The same is true of projects that may affect wetlands in the area.

At the discretion of Town/City leadership and planning officials, future projects potentially having a significant adverse impact on the Niagara River or designated State or Federal wetlands may be identified for additional environmental review. Thresholds that may be considered include:

- Projects involving disturbance to the bed or banks of the Niagara River.
- Projects involving buildings greater than 8 stories or 80 feet positioned along waterfront land.
- Projects which affect federal wetlands to the extent that they require more than a Nationwide permit (or projects affecting 10 acres of State wetland or buffer area).

**FLOOD HAZARD AREAS**

Building projects within flood hazard areas are reviewed by the Town’s or City’s floodplain permit administrator. Both the Town and City of Tonawanda participate in the National Flood Insurance system. These established reviews adequately protect floodplain areas from unwise development. As such, there are no thresholds concerning flood hazard areas.
WILDLIFE HABITATS

Wooded and wetland habitats are found within the Study area. Although not considered pristine given the area’s historic level of industrial development, these habitats are recognized as having value and should be retained to the extent possible. While the emphasis of the Master Plan is on redevelopment of the Study Area as a densely developed, mixed-use area, the preservation of an intermixture of natural, open land should be considered, particularly within the MileView Strategic Area.

It is also noted that developers and the Town/City would need to ensure that future projects comply with the State and Federal Endangered Species Act to avoid takings of designated threatened or endangered species, and therefore such species are afforded adequate protection. In addition, the Town/City should monitor the continuing elaboration of invasive species regulations by the State to ensure future compliance.

As a result of the above, no specific thresholds with regard to habitat are included herein. (Note: a threshold regarding wetland impacts has been defined previously.) However, Town/City leadership and planning officials may use their discretion as future projects are proposed to determine if additional environmental review under SEQR is needed due to potential adverse impacts on wildlife or habitat.

HISTORIC RESOURCES

While there are no Nationally-listed historic buildings or districts in this area, nearly the entire area is located within a recognized archeologically sensitive area. Town and City officials should understand this issue and determine what level of study or information gathering should be required before land is developed. This is particularly important with regard to previously undisturbed land in order to protect potential archeological resources. For projects which involve State or Federal funding or permits, coordination with SHPO would be required for compliance with Section 14.09 of the NYS Historic Preservation Act and Section 106 of the National Historic Preservation Act. In such cases, it is likely that SHPO would require a Phase I Archeological Survey to determine if artifacts are present.

No specific thresholds with regard to historic resources are included herein. However, Town/City leadership and planning officials may use their discretion as future projects are proposed to determine if additional environmental review under SEQR is needed due to potential adverse impacts on historic resources.
As the redevelopment envisioned by this Plan unfolds, additional public water or sanitary sewer extensions would be needed. As the Plan calls for and encourages multiple areas of dense, mixed-use development, extensions of new public water or sanitary sewer may not require additional scrutiny or evaluation under SEQRA, especially if the extensions are located within the public rights-of-ways of existing or new roadways. However, given their linear nature and potential to affect elongated corridors through multiple resources, projects requiring such utility extensions may be identified for additional environmental evaluation under SEQR at the discretion of Town/City leadership and planning officials. This is particularly true when new capital improvements to the water treatment plant or wastewater treatment plant would be needed. Therefore, thresholds for consideration may include:

- Individual projects that require public infrastructure improvements in order to deliver adequate water supply or that involve capital improvements to water treatment facilities (Note: such improvements would be in excess of simple lateral connections to the property).

- Individual projects that require public infrastructure improvements in order to transmit wastewater (in excess of simple lateral connections to the property) or that generate wastewater volume, rate, or composition that exceed the capabilities of the local sanitary sewer system and/or treatment plant.